RAILROAD

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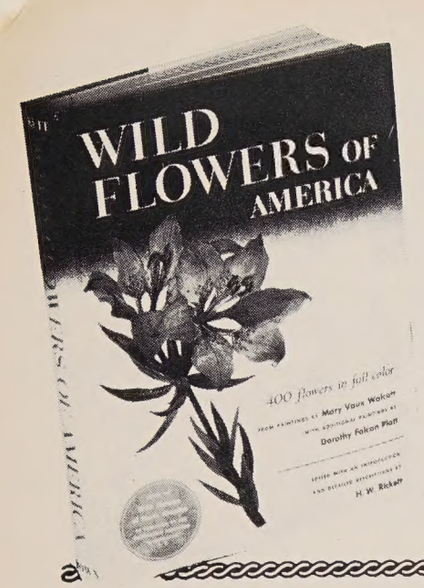

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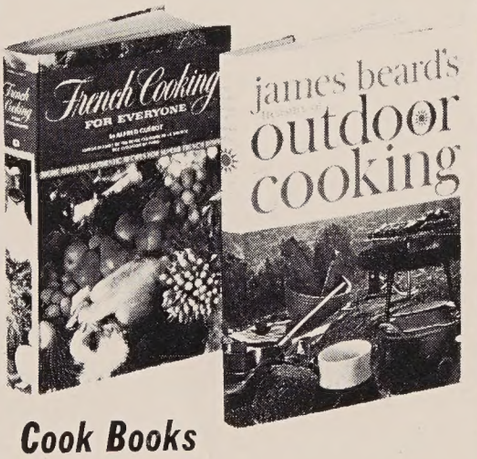

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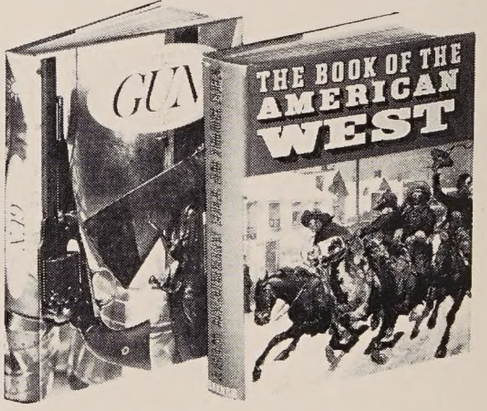

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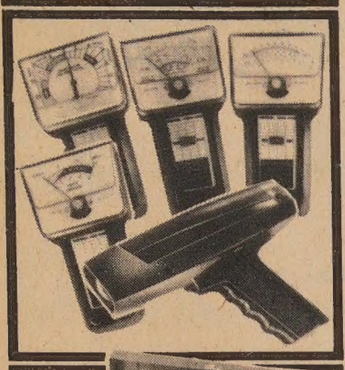

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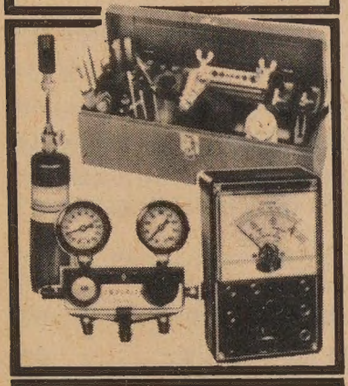

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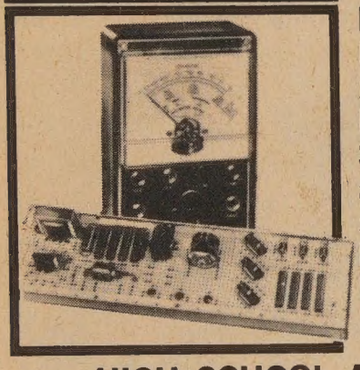

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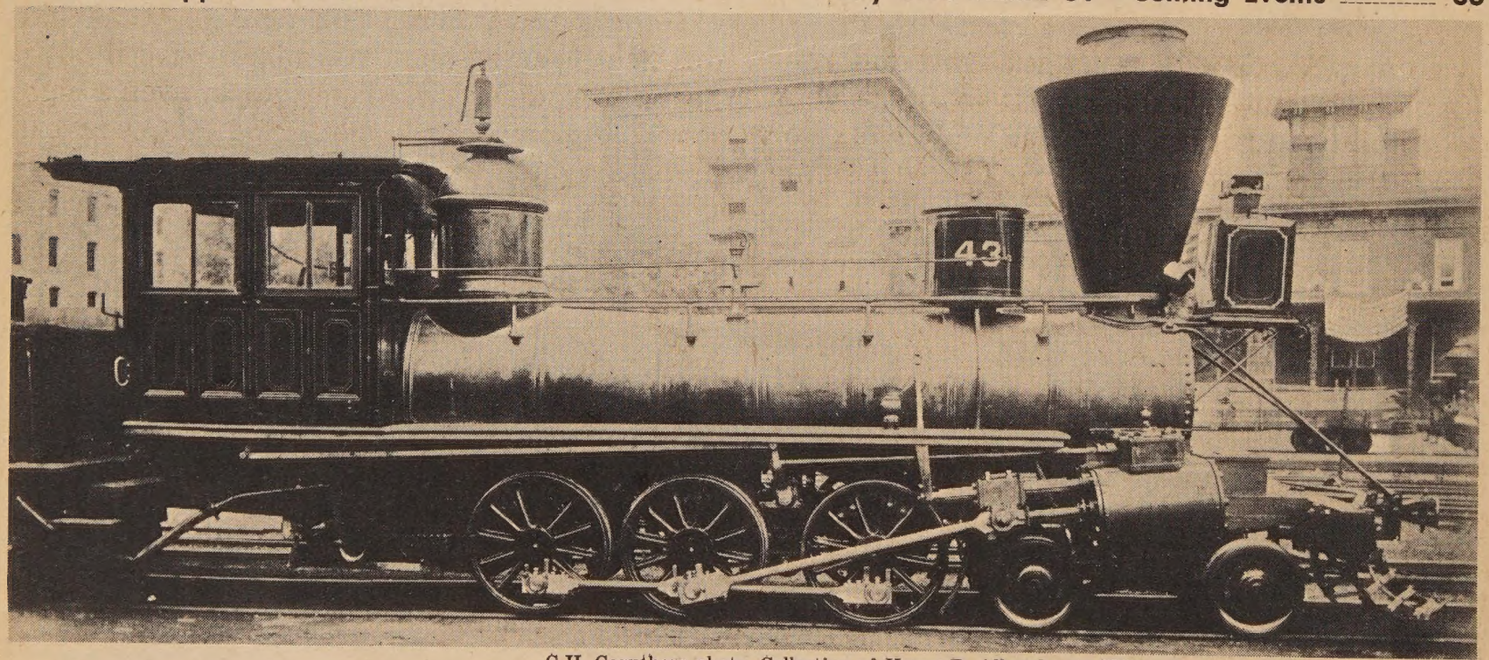

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THE MAIL CAR

where editors and readers meet

Artist Russ Porter based the painting on this month's cover on his 1911 photograph of the old Chicago & North Western Railway depot at Clintonville, Wisconsin.

FRONT COVER, this month was painted by Russ Porter, 1701 S. 91st St., West Allis, Wis. 53214. It shows the old Chicago & North Western station at Clintonville, Wis., in 1911. The engine is No. 211, class B, a 4-4-0 built in 1899 and scrapped in 1930. A summer shower has just ended and the sun's rays are casting shadows of the people on the platform. This scene is reasonably authentic, being based on Russ's purchase of several glass-plate negatives showing that train. ●

POSSIBLY the National Association of Railroad Passengers has more influence than some people give it credit for. Anyhow, the Interstate Commerce Commission is asking for Congressional hearings to determine whether or not intercity rail passenger service is adequate for present and future needs. The unexpected ICC action is the latest development in the uproar over the rising trend toward abandonment of passenger trains. ●

ITEM on diesels that start fires in July *Mail Car* evoked this comment from Gordom S. Ramsey, 408 Adena St., Pasadena, Calif. 91104: "In August, 1956, when I was a Southern Pacific fireman out of Oakland, Calif., a general order was posted in the crew dispatcher's office asking us to "watch for diesel locomotives starting grass fires in the vicinity of Niles and Newark, south of Oakland." This was during the final changeover period from steam to diesel power. Both types were then in regular use. "It makes me laugh to remember how 'getting rid of the steam locomotives' in the Los Angeles area was the hue and cry of the Air Pollution Control Board in 1955. Diesels, as is well known, smoke just as much or more than a well-fired steam engine, yet no mention is made of them in the press or other media." ●

BRIEFLY SPEAKING. Trainmen required to carry portable radios get added pay of $2 for each trip or tour of duty, under a new agreement made by the Louisville & Nashville and the Brotherhood of Railroad Trainmen.

A King's Cross-York express stopped at Hitchin, England, recently so that Mrs. Pauline Crompton, age 21, could get off and give birth to a baby. Now and then babies are born on trains, even in cabooses, as William F. Knapke states in his new book, *The Railroad Caboose*, but Mrs. Crompton's daughter arrived in a Hitchin maternity home.

For the first time in its long history, the Reading held its latest annual stockholders meeting outside of Reading Terminal, convening in a Philadelphia hotel because the Operations Department was using previously available space.

C. W. Seaman, a retired conductor who lives at 123 Bowers Ave., Watertown, N.Y., collects railroad pencils and pens and hopes readers will send him some so he can put them on display at the Railroad Historical Society of Northern New York at Brownville.

Warren Chase Merritt, an artist who did many front-cover paintings and story illustrations for *Railroad Magazine* years ago, died last May 24th in Santa Cruz, Calif., reports Charles R. Ward, Southern Pacific engineman and locomotive artist, 7913 Empire Grade Rd., Santa Cruz 95060, adding: "His father was building a railroad telegraph line through the desert town of Randsburg, Calif., when Warren was born in 1897, the first child born in that village." Your editor has the original of one of Merritt's cover paintings, showing a Virginian Railway coal drag, framed and hung in his living room. New York World's Fair of 1939-'40 exhibited it.

In Switzerland, some of Berne's station platforms are now covered by closed-circuit TV because the depot is on a curve, making ordinary supervision difficult for the station staff.

Walter Robbins, retired Missouri Pacific conductor, collects old annual passes. He is willing to pay for passes used on such lines as the GC&SF (Beaumont Div.), EP&SW (Western Div.), Pacific & Idaho Northern and the Copper River & Northwestern, Alaska Copper Road. His address is 1323 S. Magnolia St., Palestine, Texas.

Armand St. Cyr of Montreal traded his Canadian National conductor's uniform for a straw hat and striped shirt to entertain *Rapido* passengers in the new Bistro cars recently put into service between Montreal and Toronto. These cars have a Gay Nineties motif: gas chandeliers, Brentwood chairs, prints, posters, and even a piano.

The *Flying Scotsman*, famed British Rys. locomotive, came out of retirement the other day to repeat her epic 393-mile journey of 40 years ago. The sleek veteran arrived at Edinburg 9 minutes behind schedule in a special anniversary trip to celebrate her feat in hauling the first non-stop express from London to the capital of Scotland. ●

HIGH-SPEED passenger service between New York City and Washington, D.C., is not likely to start before next January, according to a report delivered to Transportation Secretary Boyd by a government-industry study group. This service was originally scheduled to begin last Oct. 29th but was put off until early Spring and then postponed again.

The report points out four major technical problems still to be solved: (1) maintainability of electronic components in the rail cars, (2) dangerously high heat when applying the brakes under certain conditions, which causes the wheels to crack, (3) electrical instability, at high speeds, between the overhead wire and trolley, which causes bad vibration in the wire, and (4) rough riding.

Meanwhile, in an effort to solve these problems, a four-car train outfitted with the latest electronic measurement devices has been tested on a 21-mile stretch of track between Trenton and New Brunswick, N.J. This special test train, built for the U.S. Department of Transportation, often attains speeds in excess of 150 miles per hour. Its job is to obtain, for later analysis, more

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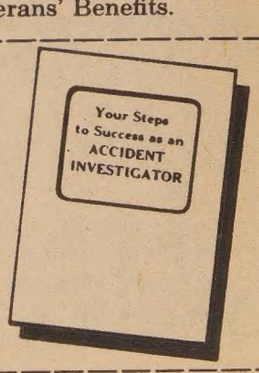


than 100 different types of data relating to high-speed performance. Instrumentation or scientific magnetic tape-recorders, closed-circuit TV cameras, and videotape recorders aboard the train document many rail-car conditions, including effects of stress on the wheels, axles, couplings, etc.

In addition, wayside equipment measures the catenary motion, dynamic behavior of the rail-roadbed system under heavy loads and high-speed traffic, and meteorological data, besides dynamic pressure measurements for interaction valuation.

Key equipment in the test train includes two Ampex FR-1300 instrumentation tape-recorders that store the test data, which is later analyzed by project engineers. A third FR-1300, used in the laboratory, reproduces the data for digital conversion and computer processing. Both the instrumentation recorder and videotape recorder use magnetic tape to record and store information for later playback or for immediate playback and on-the-spot observation. With the help of data gained by the test train, the travel time between Washington and New York will be cut from 3 hours, 35 minutes to 2 hours, 18 minutes. ●

PERSONAL opinions. "The almost complete absence of humor in *Railroad*, as well as in *Trains*, annoys me because I know that much in a lighter vein could be said about railroading," writes Major Paul Stolz, 264 Spencer Ave., Sharon, Pa. 16146.

"I own two ladies' shops and need to go to New York and California very often," states Mary V. Lowrance of Tyler, Texas. "I do not enjoy flying, but the rail journey from here to New York is horrible. On one trip we had only cold sandwiches served on paper mats. Reservations are sometimes hard to get. Many travelers, like myself, would welcome the return of rail luxury service."

"Most of my summer vacations are spent in Europe, mainly Germany," reports C. T. Degener, 115 Riverside Dr., Logan, Utah 84321. "There you'll see a railfans' paradise: thousands of passenger trains, many equipped with diners and sleepers, and steam power on some branch lines. But Americans are so devoted to automobiles that they are letting their once-fine rail passenger service go to pot. What a shameful situation! You can't find its like anywhere else on the globe."

"It is sad to revisit some railroad stations in the U.S.A. after a lapse of 20 years or so," laments Elliott M. Kahn, 75-48 183rd St., Flushing, N.Y. 11366. "When I first saw Dallas Union Station in Texas it served seven railroads; now it serves only two, besides the depot's own switching engine. The immense St. Louis terminal formerly boasted 42 passenger tracks; unhappily, 10 of these have been removed and paved over for automobile parking; and only seven roads now use the station, compared with 15 roads not so long ago. Some lines have vanished through mergers, others through demise of passenger service. My favorite train-watching spot there, with double wyes, will soon disappear beneath a new highway overpass.

"Union Station in Houston, Texas, has just ripped up half of its 12 tracks and is destroying the platforms as well. All but a small portion of the huge waiting room has been converted to a large office. Just three trains arrive and leave there daily. The Gulf Coast Chapter of NHRS has two cars stored there: the Kansas City Southern's observation-lounge *Good Cheer* and Texas & Pacific coach 1141. Also in Houston, the new SP depot serves just one daily train each way, and the Katy station has been razed. However, the Chicago & North Western's Chicago station now has, to my surprise, new furniture, new attractive restaurants and shops, and even big airline offices and displays on its train-level floor." ●

REMINISCENCES of three Canadian Pacific men, all 50-year members of the Brotherhood of Locomotive Engineers: First, Charles Dawes, Div. 295, has the floor. Says he: "My father was an engine driver in Ireland on the Belfast & Northern Counties Railway and I was born in a house owned by the company. At 21, I was acting second driver on the track between Portstewart and the railway station, running a little 0-4-0 steam engine alongside a country road with a doubledecker coach and a baggage car. The 0-4-0 was fully enclosed and, except for her tall stack, looked like a car. Her cab roof was a condenser, a hot-water pump on the right side was coupled to a side-rod, and we burned coke. A governor on one axle controlled the speed. It automatically applied a steam brake and disengaged the throttle lever. We had three such engines. One of them, No. 2, is now in a Belfast transport museum."

Another veteran, T. W. Howes, Div. 295, writes: "Two railroad experiences I'll never forget. One was getting my first pay check. I worked in a Canadian Pacific roundhouse for 10 cents an hour, and that first check made me feel like a tycoon. The second event occurred when I was an engineer and ran through a flock of turkeys. As a demonstration of feather bedding it was unparalleled. But I hit a girl, too. Horrified, I stopped, picked her up, rushed her to a hospital, and got there in time. Thank Heaven, the girl lived. Maybe some of the turkeys lived, too."

The third BLE veteran, Robert Hoar, Div. 205, was snowbound for three days but doesn't remember the date.. "Near Mt. Forest, Ont., on the division out of Teeswater," he states, "the road was blocked by snow, nearly buried, and we got stuck. After a long night of shoveling and backing and pushing, trying to get unstuck, I gave up and sent for help. The crews of three engines and the train crew found shelter at a farmhouse a mile away and bedded down there in relays. On the third day two more engines arrived, bringing help. They finally got us out and we went on our way." ●

RAILWAY safety legislation proposed by the Department of Transportation would "place the Secretary of Transportation in almost complete control of the very life of the railroad industry," said William M. Moloney, general counsel for the Association of American Railroads, addressing the House Interstate and Foreign Commerce Committee in opposition to the proposed legislation. According to him, the bill is worded in such a way as to give the Secretary authority over the design, materials, workmanship, installation, construction, and performance of "any contrivance now known or hereafter invented, used or destined for operation on, along or through a track, monorail, tube, or other guideway." (He did not mention the strong opposition by managements of many railroad companies long ago to the adoption of various safety devices that are now in standard use.) ●

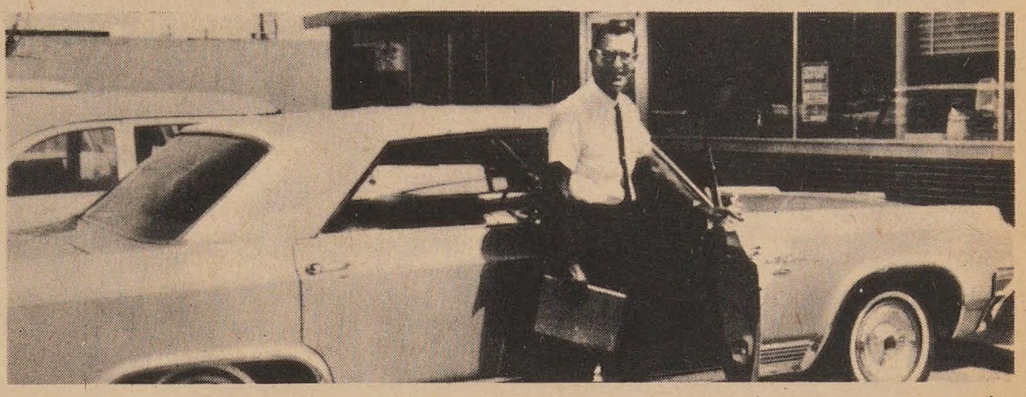
DAVID P. MORGAN, editor of *Trains* magazine, addressing the Madison (Wis.) Transportation Club the other day, asked, "Are the rails old-fashioned or high fashion?"

"The symbol for the quality of old-fashionedness in the railroad business is the steam locomotive," he went on. "The railroads do not like even to be reminded that they once employed steam motive power, and they resist those laymen rail enthusiasts who would have them fire up a steam engine now and then for week-end excursions. The fans are told that coal and water facilities have been scrapped, that qualified steam enginemen are nonexistent, and that a steam operation would louse up today's transistorized, dieselized, computerized, space-age railroad plant.

"Here and there, however, a railroad has dared to be different. I say *dared* advisedly, because railroading cherishes conformity—indeed, evaluates it almost on a par with motherhood and apple pie. Those who have dared to run steam trains have somehow contracted with commercial boilermakers to overhaul

$14,768.72 HIS FIRST YEAR INVESTIGATING ACCIDENTS

NO COLLEGE ... NO EXPERIENCE NO SELLING—Yet Joe Miller Made The Move To Top Money Fast. Read How He Did It.



When Joe Miller walked to a mailbox that day in Duncan, Oklahoma, the things he wanted in life seemed far beyond his reach.

He wanted a lot more money. He wanted to break free of his deadend job. He wanted independence, security. He wanted a new future—one that wouldn't just dribble away in disappointment.

Chances looked dim. Joe had no college. His only experience was in his old job. He couldn't just quit and hope.

But when Joe Miller dropped his envelope in that mailbox, everything he wanted suddenly became possible. *It was the single most profitable act of his life.* It changed everything. Yet, all he had done was mail a coupon like the one you have at the bottom of this page.

FREE BOOK PUT JOE MILLER ON THE ROAD TO BIG INCOME

That coupon brought Joe a fascinating, free book from Universal Schools—the same book you can have in just a few days. It's an eye-opener! It tells the little-known story of a world of opportunity all around you in the booming Accident Investigation field.

It was all new to Joe. Like most men, he'd hardly ever heard of Accident Investigation. He didn't know the first thing about it. Yet, Joe Miller felt he had found the perfect opportunity.

And he had! Soon Joe was moving ahead in the most exciting, new career imaginable. His first full year he made $14,768.72! *Since then he's averaged $20,000 working about six months a year.* The rest of the time he just relaxes and takes it easy.

JOE MILLER LEARNED THE SECRETS OF SUCCESS IN JUST 30 MINUTES!

Joe skimmed through Universal's free book in 30 minutes and changed his life. He learned many money-making facts. But the three points that showed Joe the way to real success are these:

● That Accident Investigation is one of the biggest service businesses today—a $19 billion industry booming to new growth every year. It's safe from layoffs, recession and automation because accidents keep right on happening no matter what the economic conditions.

● That more and more men are urgently needed to investigate and settle some 22 million accidents and losses every year for insurance and other companies—and the accident rate goes up steadily.

● That for nearly 20 years Universal Schools' training-by-mail plan has been the path to success for hundreds of men in this profitable, fast-growing field—most of them men with no college and no experience.

So there it was. The opportunity of a lifetime and the way to grab it. Joe did—fast. He enrolled for Universal's correspondence training at the mere cost of cigarette money.

HE TRAINED WITHOUT RISK, IN HIS SPARE TIME AT HOME

It was suprisingly easy. Joe simply studied his lessons-by-mail. He did it in his spare time, at home, at his own pace. He didn't risk a single paycheck because he kept right on with his old job while he trained.

In brief, clear, interesting lessons, Joe learned exactly how to step in and start making money quickly in Accident Investigation. And, obviously, that's what he did. But even today, successful as he is, Joe says: "If at any time I'm in doubt, I refer to my Universal books."

Joe Miller's income is unusually high and it is not typical of the industry. He's become a busy specialist in storm loss adjusting. But it does show the huge potential in Accident Investigation—even for men with no college and no experience. For example, here are some reports from recent Universal students:

My income has more than doubled." —*James T. Woodruff of Louisiana.*

"An immediate 40% increase in wages."—*Bill Ruhnke of Missouri.*

"A raise every three months for the next two years, plus new car and expense account."—*Oscar Singletary of Georgia.*

"Approximately 25% increase in wages, plus $125 a month for car expense." —*J. J. Dubreuil of Maryland.*

"My salary has increased by 63%." —*Marcel Roy, Canada.*

FIND YOUR OPPORTUNITY NOW! SEND FOR FREE BOOK TODAY

In a matter of days, you can have in your hands the same book that put Joe Miller and so many others on the road to new success. There's no obligation. No salesman will call on you. Simply mail the coupon below or send a card to Universal Schools, 6801 Hillcrest, Dallas, Texas 75205.

Read why Accident Investigation is today's most exciting career . . . about the many spare time or full time job opportunities open to men everywhere . . . the stories of successful Universal students, with names and locations . . . about Universal's respected no-risk training plan and *free placement service.*

But act quickly! Take that money-making walk to a mailbox. Send your coupon today.

Approved for Veterans' Training

FREE PLACEMENT SERVICE

Universal Schools provides prompt, effective job placement help in any part of the United States and Canada. More than 1,000 companies have requested and receive our monthly list of graduates. Universal trains and places more men in the Accident Investigation field than any other school. Or, if you would prefer to start your own full or part time business, we will show you exactly how to do it.

MAIL NOW FOR YOUR BIG, FREE BOOK

Universal Schools, Dept. AM-10
6801 Hillcrest, Dallas, Texas 75205

Please rush my free book on earnings and opportunities in Accident Investigation. No obligation. No salesman will call.

Name_____ Age_____

Address_____

City_____ State_____ Zip Code_____

their engines, located steam-oriented crews, persuaded local fire departments to pump water aboard, and contrived to get there and back without tying up the railroad. For their pains they have reaped an abundant—indeed, immeasurable—harvest of good will. The steam locomotive draws more people to trackside than anything the rails have possessed since the *20th Century Limited* ran in seven sections. People, including mayors, Congressmen, shippers, tax collectors—people and their children are delighted by the sight and sound and smell of steam." ●

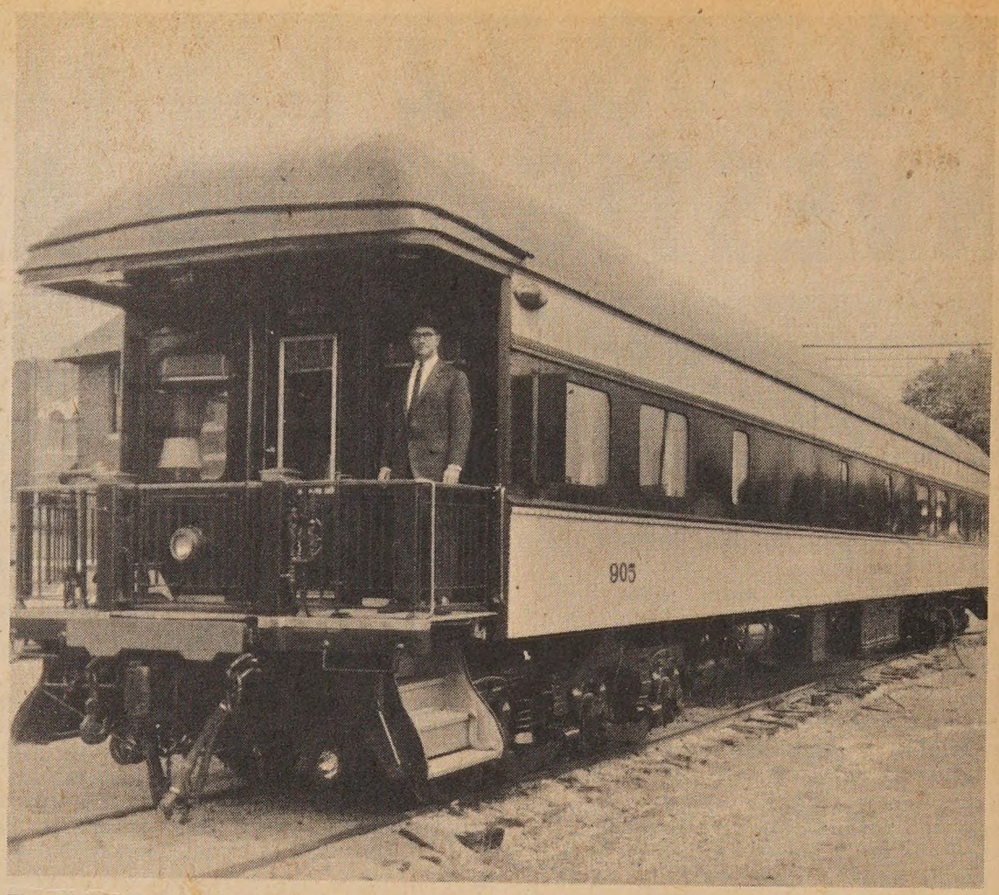
RIDING a "whistle-stop" special with the late Sen. Robert Kennedy in his quest for the Democratic presidential nomination was quite a thrill for Ray Henebry and "Lucky" Biro, students at Hiram Scott College, Scottsbluff, Neb. Both fellows were given passes to ride that train from Kimball, Neb., to Omaha last April 27th. Ray told his story to Joseph A. Mannix, a fellow HSC student who has contributed many black and white photos to this magazine and one color-shot (Feb. '68 cover).

"I couldn't believe it," Ray said. "We were actually on the train and in the press car. What a beehive of activity! The entire car was filled with clattering teletypes, rattling mimeographs, and buzzing electric typewriters, and over this clamor the voice of Senator Kennedy boomed out as he gave his speech on the rear platform. Reporters, secretaries, sound equipment men, and Kennedy aides scurried about. It was a picture of people in constant motion.

"Between 80 and 100 reporters, cameramen, etc., were aboard, including men and women from TV networks NBC, CBS, ABC, and Canadian, British, and French television; also representatives of *Time, Life, Newsweek, The London Times,* etc. Films processed within the car were dropped off at stations en route and forwarded by police to nearby airports for dispatch. After spending 20 minutes in the press car we passed into the club car, where Senator Kennedy welcomed us aboard. . . Later we ate in the dining car. . . The miles flew by and soon the trip was over. We were in the Union Pacific's Omaha station." ●

THE STORY of a trick pulled long ago by a way-station telegrapher is told by Dexter S. Bartlett, 7405 N. Wall Ave., Portland, Ore. 97203. The telegrapher had stayed up very late the night before at a barn dance and came on the mid-trick job all tuckered out and sleepy. Although he felt sure that if he fell asleep his familiar telegraph call would arouse him, he feared that a train might go by without waking him up and he wouldn't report it. But the brass pounder, name and location unknown, was ingenious. Tying some cord to a pole, he strung it across the track and into the little frame depot through a knot-hole, thence up to the ceiling by means of a bent nail, and hung the coal scuttle onto it. No train could pass without breaking the twine, and the din of the coal scuttle falling would surely awaken him.

This stunt worked fine. But on another occasion a few nights later, he ran out of twine. Scrounging around in the freight shed, he found a coil of No. 10 iron telegraph wire. Wrapping a length of it around the pole, he rigged up a similar apparatus. Then he stoked the round-bellied stove with coal and soon was in slumberland, dreaming of a promotion to dispatcher. A loud crash shattered his dreams. He had spliced the wire so well that the cowcatcher of a passing lomocotive pushing against it tore a plank out of the old depot. Exit one would-be dispatcher! ●

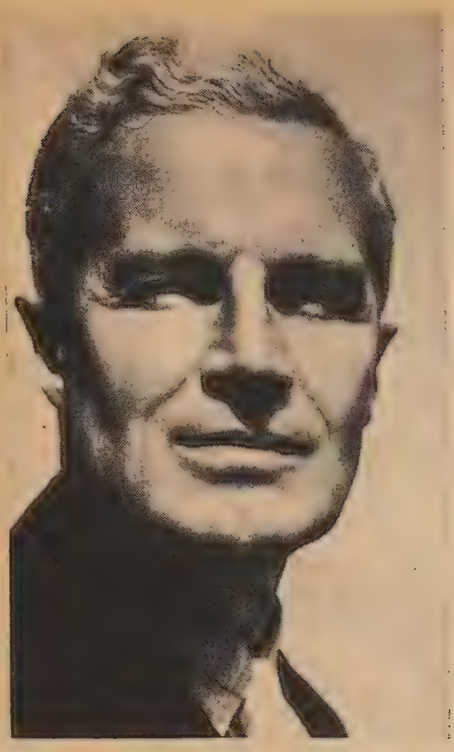


Private railroad cars seem to be coming slowly back into vogue. Here is the *Wayside*, purchased in January, 1967, by J. S. McClinton, Jr., of Parkersburg, W.Va., from the Baltimore & Ohio. This car was built in 1925 as the *East Newark*, a heavyweight Pullman, and was converted by the Mount Clare Shops to office car No. 905 in 1946; it was then assigned to the B&O Western Region general manager. It is a fully-equipped rolling hotel, and is kept ready for use on short notice. Owner McClinton, proprietor of an automobile agency, uses it frequently for various trips.

EDITORIAL from *The Locomotive Engineer:* Managements of railroads in all parts of the country are busily trying to drop passenger trains from their schedules. In the past decade more than 500 such trains have been discontinued with the blessing of the Interstate Commerce Commission. Still others, subject to the jurisdiction of state regulatory bodies, have been permitted to die.

Despite warnings from many responsible quarters that this nation's most reliable transportation system is in serious danger of being completely destroyed, carriers continue to apply for permission to drop trains. And the permission usually is granted. Some carriers are making efforts to keep their passenger business. The National Association of Railroad Passengers is doing its best to prevent the demise of this service.

Railroad commissions of 15 states have brought pressure on Congress to declare a one-year moratorium on passenger-train discontinuances during which time the ICC, the Department of Transportation, and the National Association of Regulatory Utility Commissioners would seek a solution to the problem. Four states—Louisiana, Virginia, North Dakota, and Wyoming—are backing a bill by Sen. Clifford Case of New Jersey to protect the jobs of railroaders laid off because of the train-offs. ●



I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be — today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-KO
CHICAGO, ILLINOIS 60626

Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,"* says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 396, 555 E. Lange St., Mundelein, Illinois 60060.

No salesman will call

DON BOLANDER, Career Institute, Dept. 396, 555 E. Lange St., Mundelein, Ill. 60060
Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

MOUNTAIN-CLIMBING STEAM

A Western Maryland story by Bert Pennnypacker

WHEN the Western Maryland men around Elkins, W.Va., say coal is where you find it, they mean just that. Recalling the bygone days of steam power, a grizzled mountain hogger drawls: "We'd roll fifty or so loads out of here with two big H9 2-8-0's—nothing larger could go around the snake-bend curves. By the time we'd hit the long hill up through Blackwater Canyon we'd have seven H9's working, three of them in the middle and two behind."

Built originally as the West Virginia Central, the Elkins Division of WM was a series of tricky and complicated problems to design and construct.

"A madman must have laid it out," the oldtimer chuckles, "and we were probably just as crazy to run trains over it. That stiff grade up through the canyon was and still is 3.05 percent, has 20-degree curves, and is a rugged ten-mile climb. No place for a green man in the cab. More than once I refused to turn a wheel when a fellow trained on easy grades of the Potomac Valley's main line was sent down to Elkins on the extra list to fire for me.

"With three sets of engines in a fifty-car train, no two sets of enginemen could see each other because of the curves, and we often ran by the feel of it. When I felt the whiplash of bunching slack from behind jarring my spine, I'd know the center pushers were really heaving hard and I'd give my head-end H9 all she had to counteract it. We didn't pull too many drawbars, but broken couplers told another tale."

In answer to a question, "Did that heavy grade ever stall a train, even

All photos by Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

Western Maryland Consolidations 831 and 818 moved 55 cars along easily near Elkins, W. Va., some years ago. These large class H-9 2-8-0's carried 210 lb. boiler pressure and could exert 68,200 lb. of tractive effort. Note 12-wheel tenders.

with seven engines?", he says: "Hell, man, plenty of times!"

Then, after a moment's reflection: "But usually we could get them started. If we couldn't, after three tries, we'd agree that the mountain had won this round and we'd waste hours getting one or two additional hogs up there. I recall one trip when a broken knuckle stalled us not once but three or four times. Our train broke in two, separating the trainline airbrake hoses and setting the brakes; but by the time she got stopped, the coupling with the broken knuckle had been shoved tightly together. The brakeman was in such a hurry that he didn't notice it and just recoupled the hoses, thinking they had become unjoined.

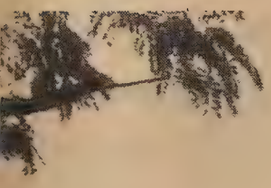
"Well as soon as the slack ran out, it happened again, and once more the brakeman recoupled the hoses. By the third time, I knew something must be wrong back there and I wasn't going to sweat blood trying to run a train uphill when it kept stopping with emergency brake applications. So I checked on the brakie's train inspection and when I saw the broken knuckle I gave a roar of anger that I'm sure he still remembers."

That old head's reminiscences give you a pretty fair idea of the tedious task of getting coal to market from the deep valleys and over formidable mountain barriers. The coal itself is shipped into Elkins from even rougher terrain. Local mine runs sally forth to bring in a few carloads at a time. During the Steam Age the locals used rather small, fat-boilered 2-8-0's. Only north of the Elkins gathering point could trains of fifty to fifty-five cars be run with huge H9 Consolidations —engines that could haul hundred-car-trains in the Potomac Valley east of Cumberland, Maryland.

"The 112-mile run from Elkins to Cumberland was no picnic," according to the ancient hogger, "but once you passed the crest a couple miles above Thomas, the last 77 miles were downhill. The first 35 miles, though, really tested our skill. We had to use pushers in the center when climbing through

Lusty exhausts betray effort imposed by 2 percent grade leaving Montrose, W. Va. Mechanical stokers were working overtime. Plough-type heavy steel pilot was standard on most WM road engines.

(Opposite page) Leaving Montrose, W. Va., Consolidations 840 and 838 are cut in ahead of the caboose as pushers. (Above) Pushing hard on 2 percent grade near Montrose. Vapor trails at safety valves indicate full heads of steam, testifying to experience of mountain railroaders. (Below) Same train drifts downgrade across a short truss bridge at Parsons, W. Va. Trains were part of everyday life for the folk living in this hilly area.



Blackwater Canyon to avoid the jackknifing of cars on the sharp curves, which would have happened if all pushers shoved from the rear.

"Even so, we spilled a few now and then, such as the time when two jackknifed cars rolled down a steep embankment toward the shack of a mountaineer family. The cars overturned, spilling out 100 tons of soft coal that nearly buried the shack, but nobody was hurt and the hillbillies soon dug themselves out. The Western Maryland wreckers who retrieved the two hoppers left a free supply of coal for the natives. Members of that family would stand near the track regularly to wave at passing trains, and over a long period of time we watched the coal pile slowly dwindle as they consumed it."

Aside from its chief role as a heavy-duty coal line, the Elkins Division formerly boasted four passenger trains a day and was one of the least known but most beautifully scenic rides in the East. Low-drivered Pacifics, smartly groomed, trundled three-car trains over the grades without helpers. One round

Coasting past Thomas station, Consolidation 758 handles cut of cars for Elkins-bound local freight train. This was a class H-7b 2-8-0, slightly smaller predecessor of the big H-9. Western Maryland took pride in cleanliness of buildings and scrupulous maintenance of roadbed and rolling-stock, even on backwoods coal branches such as the Elkins Division.

trip came through from Baltimore, the other from Cumberland. The gleaming engines, with their thick gold striping and lettering, red cab roofs, and tender cisterns, were greatly admired.

Many of the hefty 2-8-0's were kept almost as clean as the Pacifics, but sometimes they showed the grime of backbreaking work. Their superb maintenance was due to the late C. J. Wolfe, the road's motive power super and general manager, who insisted on good housekeeping all over the system. Mountain folk in the Elkins area still remember the monstrous H9's battling their way over the West Virginia hills and will tell you that something fine passed away when the diesels came.

"Its' not the same any more," laments the old hogger. "These fancy tin lizzies might be clean, comfortable, and easy to run, but I'd just as soon see and hear seven H9's raising hell as they wrestle coal trains up the grades." ●

Three H-9's in the middle of the train add their effort to that of two in front and two in back on 3.05 percent grade near Thomas, W. Va.

Well-groomed No. 207, class K-2 Pacific, pulls Elkins-Cumberland train No. 4 into Thomas, W. Va., one bygone afternoon.

Interesting Railfans No. 69:

HOWARD N. BARR, SR.

by Freeman Hubbard

Seated at a desk in his Baltimore home, our subject faces piles of historical data on B&O equipment, etc., while his dog, Lady, watches curiously from the staircase.

AN AMATEUR photographer of engines and trains, Howard Norman Barr, age 33, boarded a Baltimore & Ohio train, the *Metropolitan Special,* at Cumberland, Md., one June day in 1948 to return to his Baltimore home from a successful picture-taking jaunt. As luck would have it, he found a seat beside a good-looking young stranger, a stockily-built blonde with friendly gray eyes and a winsome smile, and they struck up a conversation to while away the five-hour journey. The girl was Miss Ann N. Durst of Oakland, returning to her Baltimore job as a registered nurse after a home visit.

Today, Howard and Ann are happily married and living at 116 N. Ellwood Avenue, Baltimore, with a son of 17. There's an old saying about matches being made in Heaven. This one, more truthfully, originated in the office of *Railroad Magazine,* the reading of which had made Howard a confirmed railfan and prompted him to visit the Cumberland Division's west end in quest of pictures. If he hadn't gone there when he did, he might never have met Ann nor sired Junior.

Maybe you are wondering how we get the names of subjects for these articles. We don't pick them out of a fish bowl. Mostly they are suggested to us by railroad men. Harry C. Eck, general supervisor of locomotive operations for the Chesapeake & Ohio, recommended this one as "a sincere and dedicated locomotive historian," pointing out Howard's detailed knowledge of B&O steam, his minute and accurate cataloging of such data, his familiarity with the B&O's old Eastern Region, and his ability to follow this avocation while working full time as an engineer on the Canton Railroad.

A native of Baltimore, Howard N. Barr, Sr., was born Jan. 21, 1915, the youngest of four children of a commerical artist. In early boyhood he became a train watcher and in 1927 he paid several visits to the B&O Fair of the Iron Horse at Halethorpe, Md. Later he spent part of a school vacation riding a delivery truck with his older brother on a Baltimore route that included every B&O mainline crossing between Lansdowne and Laurel and between Relay and Orange Grove.

In 1931 he began hanging around the B&O's Riverside Shops, chatting with men who worked there, taking pictures, and riding in engine cabs. The Depression hit the Barr family hard. Howard quit junior high school without graduating and took a job as messenger for a local newspaper, gathering "copy" from the advertising departments of stores and agencies. Sometimes, while waiting for copy at a certain store, he would visit the nearby B&O engine terminal at Carroll, then in its final year of operation. Aside from its bare servicing facilities, this place had several old steam locomotives waiting to be scrapped. Occasionally, by peering over a high wooden fence at Mount Clare, Howard could see one or two engines freshly repainted for return to service.

Howard and Ann Barr in June, 1948.

Around this time he won a gold-plated Royal portable typewriter by guessing the total number of paper clips in a certain window display. The announcement of his award said he had given the correct number, 22,306. Seems incredible, but it's true. In other contests our hero was given gift certificates of $40 and $25 respectively.

From reading what is now called *Railroad Magazine,* Howard learned that he wasn't the only "railroad bug" he had thought himself to be. Soon afterward, promotion to a night clerical job freed his days for picture-taking. The first two photos he made showed engines 5306 on the *National Limited* and 4067 on drag freight. One day he found a vast cemetery of dead engines, not far from Riverside Shops, and recalled having caught glimpses of this graveyard, years before, from the decks of harbor excursion boats. Altogether, he visited four engine graveyards in the

Baltimore area and began to familiarize himself with the small letters and numbers on the cab sides, but he did not photograph the steam locomotives in their forlorn state. Some were minus cabs and tenders. He thought they'd return to serviceable condition when needed. Alas! only the heavier ones did—the rest were retired in 1933.

Riverside Shops in those days was a picture-takers' paradise, and Howard went there often with his Brownie camera. Charles H. Spence, the passenger roundhouse foreman, encouraged the lad, even posed for him in cabs and on pilots, and on one occasion gathered his staff beside a locomotive and asked the railfan to take a group photo.

"Armed with a letter from the Baltimore Terminal Division superintendent," Howard recalls, "I soon became acquainted with several crews; many carried me by this letter. I enjoyed riding home from Riverside to Camden Station in the cab of a light Atlantic or Pacific on her way to train 151. Then from Camden Station I'd ride to Waverly over the Baltimore Belt Line on train 504, the *Hendrik Hudson*, sitting at the left rear window of the last electic locomotive where I could hear, only 25 feet behind, the exhaust of the P-7 assisting the motors on the steepest part of the uphill route, the 1.55 percent grade from North Avenue to Huntington Avenue."

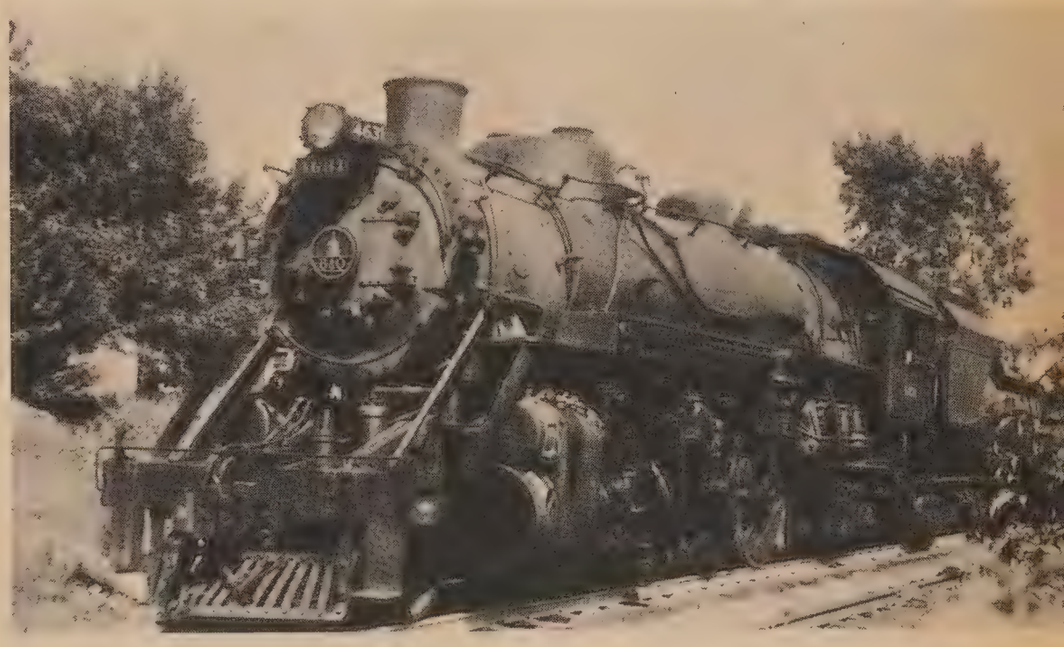
From 1933 until mid-1936, except for periodic jobs, Howard was unemployed but continued to follow the rail photographic hobby on a limited scale. Today, he is a member of the Railway & Locomotive Historical Society, the National Railway Historical Society, and the Brotherhood of Locomotive Firemen & Enginemen; and his son belongs to the NRHS. On July 7, 1936, Howard Sr., hired out to the Canton Railroad Company in the Warehouse Department. He went firing that December, and was promoted to engineer in March, 1941.

"We had seven locomotives," he says, "all 0-6-0 steam switchers, ranging in weight from 105,000 to 182,000 pounds. The Canton's total mileage is about 40. Its longest single run is about six miles, including grades of over 3 percent. My initial pay trip as fireman, on a snowy night, was with the only regular train operated over that part of the line."

His first night as engineer was on an

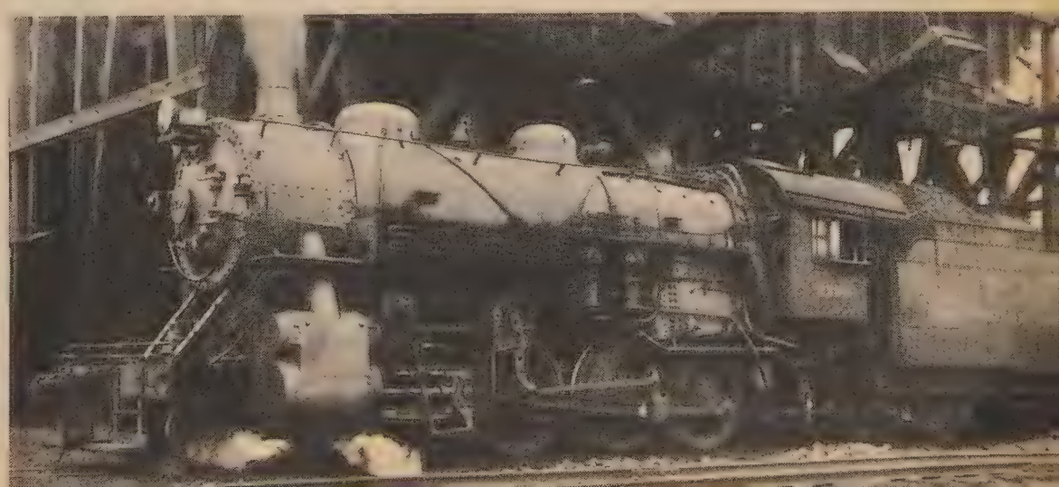
B&O loco 5052, class P-1d, on *The Washingtonian* at Mt. Royal Station, Baltimore, in 1949. Baldwin built her as No. 2137, class P-1, in 1911. Reclassed P-1a in 1916, P-1aa in 1917, renumbered 5052 in 1918, reclassed P-1d in 1936, retired in 1955.

These three photographs were made by Howard N. Barr, Sr.



B&O No. 4631, class Q-4b (Baldwin, '23) at Lakeland, Md., in 1949. Retired in '54.

B&O locomotive 2794, class E-27d, shown at Punxsutawney, Pa., in 1947, was built by Alco (Richmond) in 1910 as class E-27b, reclassed E-27e in 1923, then E-27d in 1930, and was retired in 1955. Mr. Barr supplied this photo to Pacific Fast Mail Company for use in making HO scale model of identical engine in class E-27ca.



extra with engine 26, a 2-8-0 leased from the Maryland & Pennsylvania. He worked as both a fireman and an engineer thereafter until 1948, the year he met Ann, when he caught a regular assignment as hogger. Ever since then he has been assigned regularly, except briefly in 1954. Today he is No. 5 on the roster of 41 firemen, of which 36 are engineers. During all those years he has worked on only one engine he disliked: a leased 0-6-0, Class B-8, Pennsy 2802.

"She wouldn't steam," he tells us, "and couldn't pull worth a darn even if she did steam. Once, when I was firing, she pushed us over the hill with an ore train. Our usual custom was to cut off the rear engine at the hilltop and return her to Canton; but at the end of the line our train had to be switched from the opposite end. Here we found the 2802 still coupled, with insufficient steam for slack on the pin!

"On another occasion, when the Canton borrowed Ma & Pa engine No. 4, which had been in dead storage for years, I fired her from their enginehouse to ours. Before doing so, I had to remove a bird's nest from in front of the seatbox which I would occupy! That engine served the Canton Railroad about two years, almost exclusively on our ore pier, spotting cars under the cranes, four at a time, doing work heavier than she had been built for 40 years earlier. Later, as engineer, I returned that same locomotive to the Ma & Pa on what I believe was her final active trip anywhere."

Howard Barr is congenial, even-tempered, and conscientious. A bit less than average height, he weighs about 208. His keen brown eyes are framed by glasses and his thinning hair is grayish-black. Usually shy and reserved, he often finds relief from reality in the world of daydreaming.

"But," according to a longtime neighbor, Mrs. Minnie C. Peltz, "he gives one a feeling of responsibility. You can always depend upon him to do his part for any situation in which he is involved."

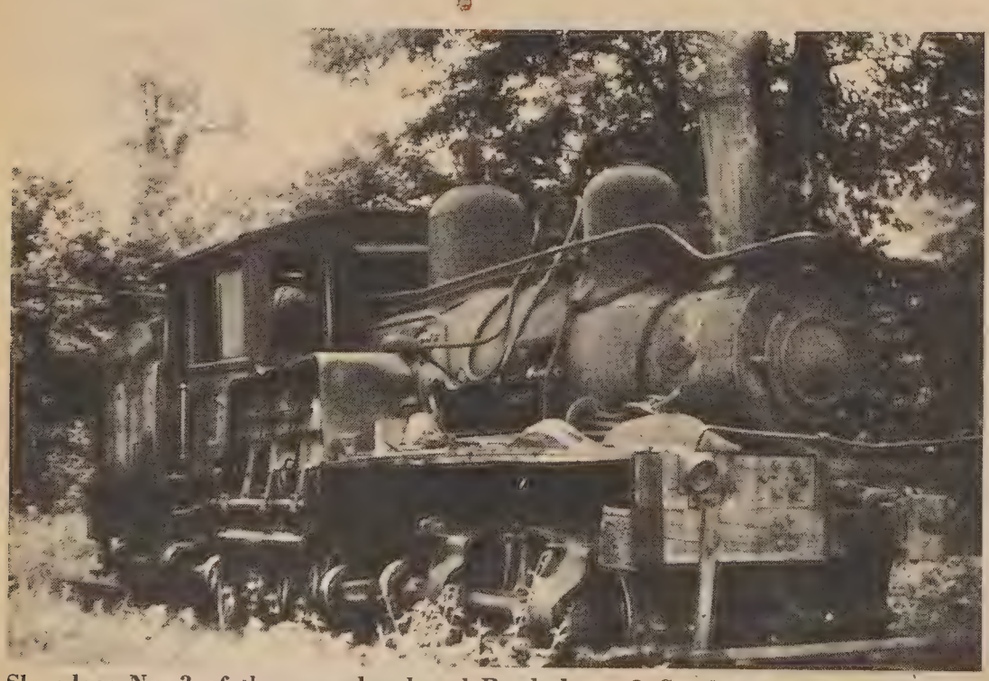
The Barrs are quite active in religious work, Howard being on the council of St. Mark's Evangelical Lutheran Church and his son, known as Norman, an assistant Sunday school superintendent. In addition to his family, his job, and his church, our subject is interested in B&O equipment history, railroad photography, and the building and operation of model railroads. He also likes slow-paced music and a little chess, bowling, and softball. In common with most rail buffs, he never smokes. In fact, one of his main aversions is being compelled sometimes to breathe the smoke from other people's cigarettes in public places. He is very fond of the family pet, a long-haired terrier named Lady, except when he takes her out and she walks too fast to match his own leisurely gait.

At Baltimore in 1947: Engineer Barr stands beside the pilot of "Ma & Pa" 4-4-0 No. 6, a sister engine to No. 4, which he handled when the Canton Railroad leased her.

"Biggest mistake I ever made," he says, "was running across a street against a red light to catch a trolley car, long ago. A motorcycle threw me under a parked truck, but I suffered only minor bruises."

Carl Stillwell, mayor of Springfield, Mo., and vice president of financing and planning at Drury College in that city, recalls that although he had been a model railroader since 1926, it was not until 1961 that he wanted seriously to use the B&O as a prototype.

"I decided to build a miniature layout of the Cumberland Division," he writes, "but knew practically nothing about it. Seeking information, a friend and I spent two days covering the division by automobile in 1964, and the next year we went there again, this time for four days and with B&O permission to take pictures. A Springfield newspaper published a lengthy feature story about the latter trip. Among those who read that story was Howard Barr, who wrote me a letter saying he had walked over much of the Cumberland Division and offering to supply data on it. Later, he dug into his memory for the details I needed. Still later, I met Mr. Barr, and just a few days ago he sent me some interesting slides



Shay loco No. 3 of the now abandoned Rowlesburg & Southern at Erwin, W. Va.
Photographed in 1947 by Howard N. Barr, Sr.

made by his son and himself."

Howard Barr's major distinction is the detailed and accurate record he has compiled of B&O power. This is a complete alltime roster of the system's locomotives and other motive power from the quaint *Tom Thumb* of 1829 to diesel equipment of the 1960's, based partly on previous scholarly work by J. Snowden Bell and Charles B. Chaney and with the help of well-informed B&O employes and men in the Smithsonian Institution's Engineering Department.

The main part of this monumental record fills 14 volumes, with a total of 934 diagrams on its 1,455 pages. The volumes are titled: Historical, Unclassified, Classes A to D, Class E, Classes F to M, Classes N to Q, Classes R to Z, Articulated, Diesel (Old Class), Other Motive Power, Proposed, Exhibitional, Steam (1957 Series), and Diesel (New Class). On top of that, he has made up four other volumes enabling one easily to trace individual locomotives from the first construction through a series of class and/or number changes to the final condemnation. Upon completion of these 18 volumes, he turned to passenger, freight, and work cars, which he hopes to complete next year. His data on freight and work cars is less detailed than his work on locomotives.

What sets Howard Barr apart from other men? J. W. Barnard, Jr., of Shelby, Ohio, writes: "His work, 35 years of painstaking research in one narrow area of specialization, sets him apart from the average railfan. Mr. Barr himself is a quiet man, but his work shouts for attention. What he has accomplished is hard to believe.

"With Miss Eileen Wolford (once featured in *Railroad Magazine*) I've covered several hundred miles of B&O,

Baltimore & Ohio engines 4423, class Q-4, and 5070, class P-1d, on train 11, *The Metropolitan Special*, ascending famous Seventeen Mile Grade near summit, east of Swanton, Md., seen from a signal bridge in 1940. Built by Baldwin in 1923, the 4423 was retired in 1954. The other locomotive (Baldwin, 1911) was P-1a No. 2155, renumbered 5070 in 1918, reclassed P-1aa in 1923, P-1d in 1936, retired in 1956.

Photograph by Howard N. Barr, Sr.

shooting record photos of all types of structures and rolling stock. This led me to research of B&O lines. At the time, there was no known meaningful historical record of B&O motive power, so I began to compile one with help from other persons. This led me to contact Mr. Barr, who already had covered this ground to a degree unimaginable. He freely made his accumulated data available to me, expending much effort to do so, and we've been friends ever since."

We asked Howard why he had devoted so much attention to the Baltimore & Ohio rather than his own road, the Canton, where he is an engineer.

"There are two reasons," he says. "I began collecting B&O photos and data long before I expected to work for any road. Furthermore, the Canton had an alltime total of only 33 locomotives, including six it borrowed, and I have compiled a simple roster of that road."
(See page 46.)

A third reason occurs to us. Maybe Railfan No. 68 has a sentimental attachment to the B&O because he spent so much of his youth on that system and was riding a B&O train when he first met the gracious lady who is now his wife. ●

(Right) Howard, Jr., works on O-gage model of B&O class P-1d. (Left) Sometimes he takes railroad photos, such as this one of an eastbound B&O coal train at Rowlesburg, W. Va., with three class SD-35 units at front and four on rear as helpers.

Charles A. Lindbergh at peak of his fame in May, 1927.
Popular Science Monthly

A crew member tells of the record-breaking

LINDBERGH SPECIAL

by W. L. ANDERSON

Lindbergh Does It! **was the *New York Times* headline on May 22, 1927. A young airmail pilot, Capt. Charles A. Lindbergh, was the first person to fly non-stop from New York to Paris, having left New York alone in his single-engine airplane, *Spirit of St. Louis*, early on May 20th and landed at Paris 33½ hours later. In the public eye, aviation had taken its greatest step forward since the Wright brothers, and Lindbergh was a great hero. Welcomed June 11th in Washington, D.C., by President Coolidge, who promoted him to colonel, he was greeted with popular demonstrations wherever he went.**

In that era before television, several newsreel companies arranged to fly films of the Washington event to New York, develop them, and rush them to theaters in the least possible time. But one company had a better idea. It would charter a Pennsylvania Railroad train with a baggage car fitted out as a darkroom and develop the movies en route while the train would race to New York at top speed.

The plan worked. The *Lindbergh Special*, carrying not the aviator but the films, made the fastest time ever recorded from Washington to New York; and the engine which pulled it, as our July issue pointed out pictorially, has since been preserved. The excitement of that historic dash is here recaptured:

WE ARE in the cab of engine 460, a high-wheeled Atlantic. On the engineer's seatbox, his hand on the throttle, is Jimmy Warren, assistant road foreman of engines of the Baltimore Division, waiting for the highball.

A. Hayden, our fireman, puts the finishing touches on a perfect fire. A plume of steam hangs over the pops. Adjusting the feeds of the lubricator is Harry Andrews, regular engineer. Myself, I'm opening the injector.

Behind us is a baggage car fitted up as a photographic darkroom, containing ten men from the news film service which hired the train. Coupled on it is a day coach whose passengers consist of trainmasters, district passenger agents, and road foremen of engines. L. J. Ahern is the conductor and T. J. Swann the brakeman. We're waiting.

It is a little after noon on June 11, 1927. We are standing on track 8 of Washington Union Station. Ahern's orders say to run when ready and make the best possible time to New York City. Lindbergh has just come up the Potomac in a triumphant return to Washington after his famous flight across the Atlantic. News cameramen have taken pictures of the reception and each wants to be the first to get them to New York theaters.

All except one film company have hired planes for the purpose. We've got to beat those planes. We can, say officials, for our films will be developed and printed by the time we get to New York. But we've got to run as no other train ever ran before over this route.

Suddenly we hear the roar of an automobile outside the station. Warren grips the throttle a little tighter and I shut off the gun. Running through the waiting room and out on the platform, two photographers dash up to the baggage car and toss the films to waiting hands.

Conductor Ahern lifts his arm in signal, but Warren already has his hand on the whistle cord. He pulls it quickly twice and then drops his fist to the throttle lever and hauls back on it.

The exhaust barks sharply, the wheels catch the sanded rails, and the train starts without a jerk.

"It's 12:14, boys, and we're off!" yells Andrews.

Fireman Hayden's scoop is ringing on the firebox door and the steam gage needle stands at 204. There's a clear track for 226 miles and everything's in great shape. Other engine crews salute us as we snake out of the maze of tracks and onto the straightaway.

Sixty-five per and we're just beginning. Now we're hitting 70, now 80, 90, 95! We flash through Landover at exactly 12:20½ p.m. We've made the 7.1 miles from the Washington station in 6½ minutes.

"By golly," shouts Hayden as he wipes his forehead on a big red bandanna, "that's the fastest anything's ever left Washington."

"That's nothin' at all," I tell him. "Wait until I get that throttle."

"The devil you say!" retorts Warren. "*I'm* runnin' this engine now."

"It's 12:26," Andrews says as we thunder through Bowie. "Eight and a half miles in less than six minutes!"

We slow down a bit at Stony Run. Hayden sets up the air valve that lets the dipper down between the rails; we're going to take water on the fly. A half-minute later Warren whistles twice. Hayden shoves the valve handle back. The dipper under the tank lifts up and Warren tugs at the throttle again.

"Don't think we got a drink," says Hayden. "Going too fast."

"Tend to that later," I reply. "Let's make time now."

Make time we do. Must be going over 100, but we begin to slack down for the Baltimore Tunnel.

"Here, Harry," Warren tells Andrews, "take the throttle. I'm getting off at Baltimore."

They change places and Andrews guides the train through the tunnel at 40 miles per hour, but we slow down to a walk as we pass through the Baltimore station.

"Good luck, boys!" Warren says as he hops to the ground.

Hayden climbs over the coal to see how much water is in the tank. Now another face bobs up between the gangway handrails. It is Aleck Sentman, assistant road foreman of engines of the Maryland Division, who till now has been riding the coach. He's just got off and run up to the engine.

"Hey," he yells as he puffs up the gangway steps, "you birds must think I'm built like an E-6."

Crew of *Lindbergh Special* at Washington Union Station just before departure, with men of the International Newsreel Company. The author is at right, standing on pilot step of E-6s No. 460, which has been preserved by PRR.
Smithsonian Institution

It's his turn at the throttle. Changing places with Andrews, he lets her out as they roar through the Baltimore yards. Hayden comes down from the back of the tank.

"Boys," he says, "we didn't get any water back there. Going too fast, I guess. Have to stop some place."

"O.K.," nods Sentman. "We'll make it West Yard."

Sentman's no slouch with the throttle, either. We race through Gunpow 13 minutes after leaving the Baltimore station. That was 16.4 miles back. Everybody is quiet for a minute. All we can hear is the steady roar and pound of the quivering 122-ton engine and the plangent ring of Hayden's scoop on the firebox sill.

Suddenly, above the noise of the speeding locomotive, we hear a loud drone. An airplane! We look out. It's our rival, carrying other films to New York. Running at an 85-mile clip, we keep abreast for a stretch. Then the plane dips twice in graceful salute and heads northward. But the race isn't won yet; the iron horse is out to conquer.

At 1:30 we rocket through Davis. We've eaten up the last 40.4 miles in exactly 30 minutes and are now close to West Yard, where we've decided to stop for water. Sentman shoves the throttle lever in, gives her a reduction, and slacks her down without a quiver. Sparks fly from the wheels as the brakeshoes catch. Hayden leaves the cab and climbs over the top of the tank. At 1:36½ we stop.

"See what's the trouble with that dipper," Sentman says. "I'll oil her up a bit."

Andrews and I jump down, monkey wrench and bars in our hands. We find that the dipper under the tank is bent and won't fall into the water trough far enough for the engine to take water.

Working feverishly, we fix it up. Sentman has squirted a little oil on the links and filled the guide cups and is tightening down a grease cup. As Hayden swings the spout around we all rush for the cab.

"Now," says Sentman as he settles down on the cushion and hauls back the throttle lever, "you're going to see some real running. We've lost three minutes here."

The 460 leaps ahead with a kick. Eighty-five miles an hour. Sentman latches her out another notch. Ninety—95! He eases her out some more. A hundred miles an hour and still gaining speed; then 106—110—115! We've made the 3.7 miles between Marcus Hook and Chester in exactly two minutes! Not once has Sentman had the throttle all the way out. And we're riding easier than if we were going 40.

"Here you are, Harry," he yells to Andrews as she slacks down a bit, "take her to West Philly."

They change places, and Andrews once more has the lever. Sentman is a Maryland Division man and not authorized to run in the Philadelphia Terminal or New York divisions. But the heavy traffic and slow curves of the terminal division mean little to Andrews. He covers its eight miles in a little more than nine minutes.

Now it is my turn. I've been itching

for the last hour to get hold of the throttle. I jump across the cab and onto the seatbox. Between North Philly and Holmesburg we've been averaging about 60 per. And now I am really letting her out.

At 2:17 we flash through Holmesburg with a straight, clear track ahead. We're going steadily, easily, swiftly. No slacking down, except to let down the dipper for some water at Bristol, where we drop to 60.

But I make up that. From now on it's anything from 95 to 110. The rattle and clank of the side rods are lost in the melodious, rhythmic whir. The machine-gun exhaust is merged into a long, hoarse roar. The *clickety-clack* of wheels on rail joints runs together like the roll of a drum. And keeping time to it all is the steady open, close, open, close of the firedoor as Hayden bails in the coal.

At 2:32 we're coming into Trenton. Then 2:39, Princeton Junction, and 2:50, New Brunswick. I've made the last 47 miles in 33 minutes, or at an 85 mph average! Never before had anyone on rails averaged such high speed for a like distance!

I have to slow down a little for the curve at Elizabeth, but still I urge her on at a *bang-bang* pace. We streak through Elizabeth at 3:02 and see the Newark station whiz by at 3:07. Still I keep her wide open.

"Hey, there, Andy," Sentman tells me, we've got to stop at the Transfer, you know."

(He was referring to Manhattan Transfer, just east of Newark, the exchange point between steam and electric power before the Pennsy's long-distance electrification. It was eliminated in 1938.)

I shove the throttle all the way in, give her a reduction, and instantly have her under control. A minute later, at 3:10 p.m., we're grinding to a halt at Manhattan Transfer. We've made the 24 miles from New Brunswick in 20 minutes; the 82 miles from West Philadelphia in 64 minutes!

It takes exactly 2 minutes to change to one of the 4-4-4-4 type electrics to take us into New York City. Now Lew Towell, traveling engineer, is at the controls. Amid the cheers of trainmen and excited spectators, we start across the Jersey marshes for the Hudson Tunnel.

Soon we're clanking into Penn Station. At exactly 3:21 we grind to a stop. We've come up from Washington in 3 hours and 7 minutes and we've averaged over 72 mph for the whole trip.

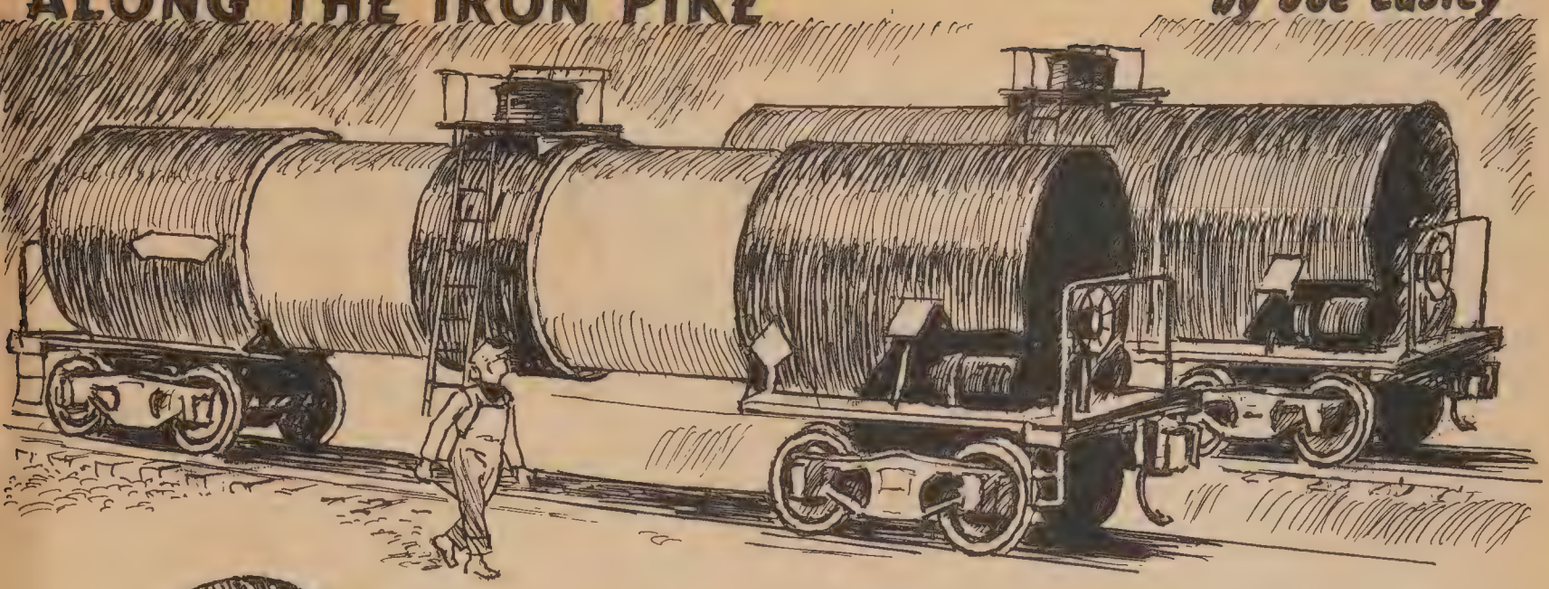
That's all there is to it. We've beaten the planes by a full hour. Our films have been developed and printed on the way up and are rushed up Seventh Avenue for delivery to a local theater.

Not only has Charles A. Lindbergh made history; Pennsy engine 460 has made it, too, with a record-breaking fast run. ●

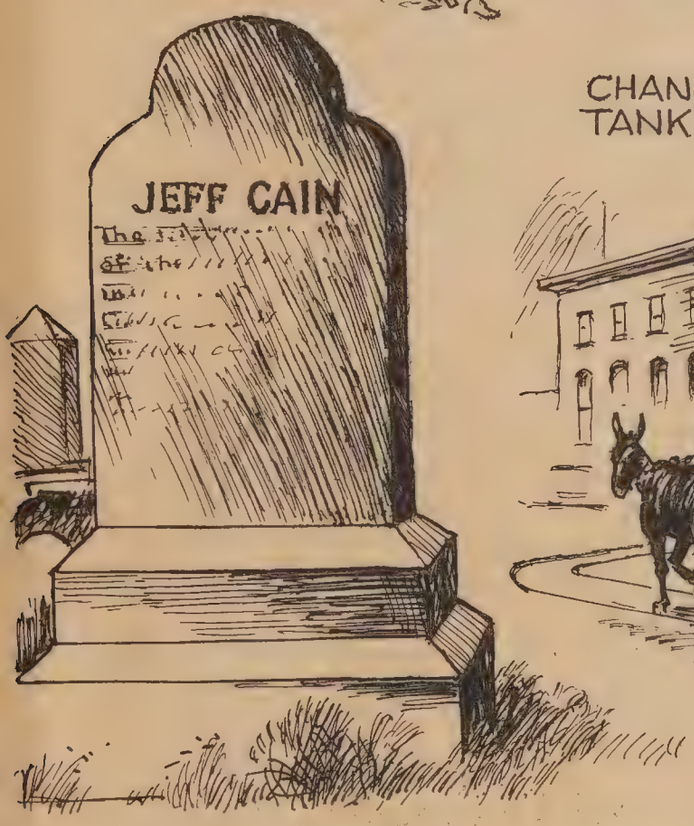
Lindbergh Special's **engine, No. 460, class E-6s, was built at Altoona Shops in 1914 and was photographed at Atlantic City, N.J., 40 years later. She is now stored, pending donation to Pennsylvania State RR. Museum or National Museum of Transport.**
Photograph by Don Wood, 3 Ned Dr., Matawan, N.J. 07747

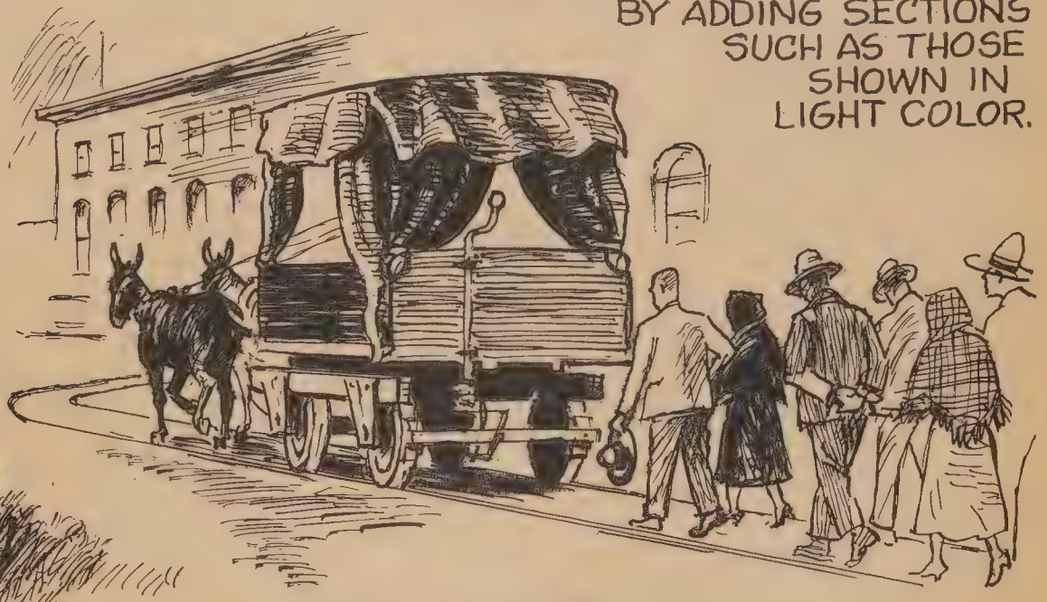
ALONG THE IRON PIKE

by Joe Easley



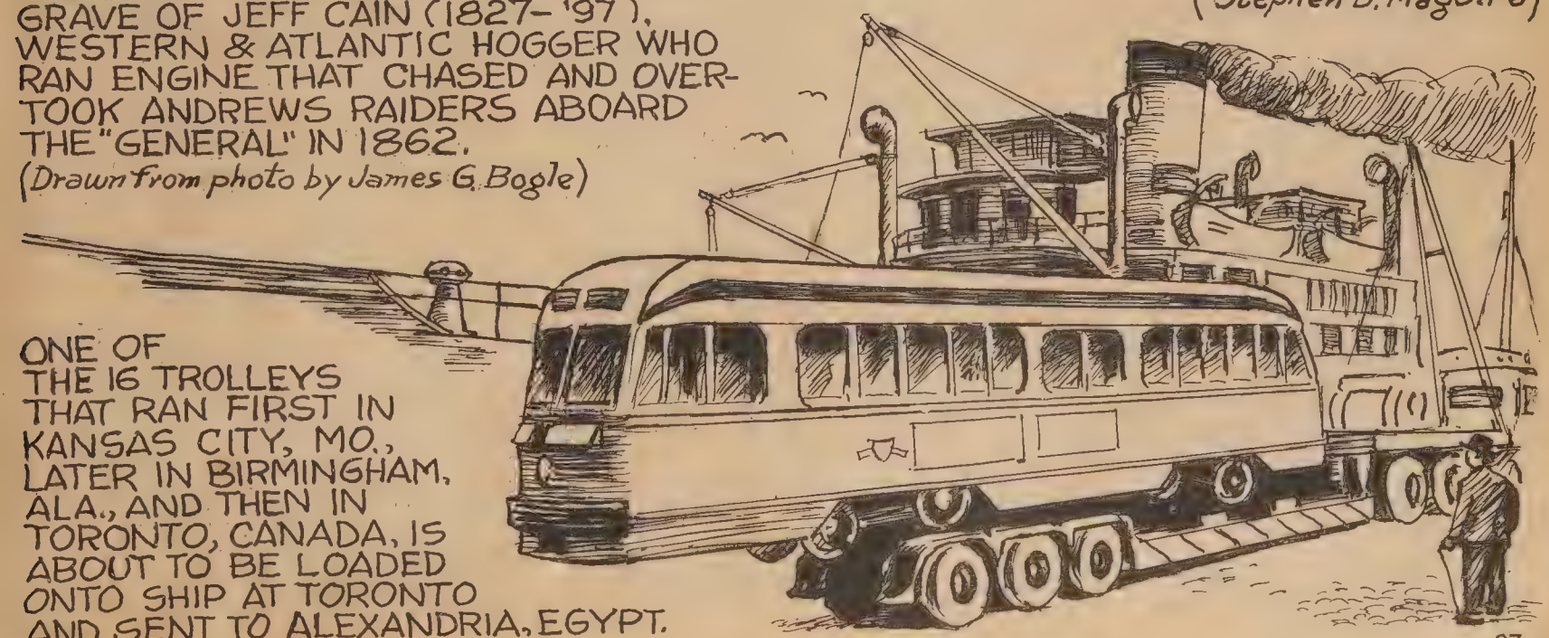
CHANGEABLE CARS ARE BEING BUILT BY UNION TANK CAR CO., U.S. TANK CAR DIV.; WHEN LESSEE'S NEEDS GROW CAR IS EXPANDED BY ADDING SECTIONS SUCH AS THOSE SHOWN IN LIGHT COLOR.





SECOND-CLASS MULECAR HEARSE IN MEXICO CITY.
Collection of (Stephen D. Maguire)

OAKLAND CEMETERY, ATLANTA, GA., GRAVE OF JEFF CAIN (1827–'97), WESTERN & ATLANTIC HOGGER WHO RAN ENGINE THAT CHASED AND OVERTOOK ANDREWS RAIDERS ABOARD THE "GENERAL" IN 1862.
(Drawn from photo by James G. Bogle)



ONE OF THE 16 TROLLEYS THAT RAN FIRST IN KANSAS CITY, MO., LATER IN BIRMINGHAM, ALA., AND THEN IN TORONTO, CANADA, IS ABOUT TO BE LOADED ONTO SHIP AT TORONTO AND SENT TO ALEXANDRIA, EGYPT.

Information Booth

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 ***To which driving-axle was the middle cylinder of a three-cylinder steam loco usually connected?***

Usually the second driving-axle, same as the two outer cylinders in most cases. To allow clearance for the middle driving-rod, the first driving-axle had to have a crank, or bend, in it. This U-shaped bend would be in such a position as to be in phase with the middle driving-rod, which could then swing down lower than the axis of the first driving-axle when on the down-stroke. The more nearly even torque delivered by three-cylinder locos was desirable, but the time and expense of maintaining the middle cylinder and its mechanism, located between the frames in a position difficult of access, was a severe limitation on the usefulness of this type of loco.

2 ***What other railroads had box-cab Alco 100-ton diesel locos like the Great Northern 5100, which was shown in your August issue?***

Long Island Rail Road and Erie Railroad each had two; Red River Lumber Co. and Great Northern had one each, the 5100 being GN's sole example of this type.

3 ***When did passenger railway service to Moscow, Russia, begin?***

In November, 1851, when service was inaugurated to and from St. Petersburg, then the Russian capital.

4 ***What is the shortest railway now in The Official Guide?***

Apparently the Warwick Railway, with nine one-hundredths of a mile of track connecting Cranston and Bellefonte, R.I. A few years ago it advertised two miles. The Pioneer & Fayette Railroad, in Ohio, advertises half a mile of track, at Franklin Junction, and transports freight by truck between Pioneer and Fayette. Of companies advertising in the usual timetable style, Summer & Choctaw, in Alabama, is believed to be the shortest, with three miles of track.

5 ***What passenger service remains in New England?***

None in Maine, New Hampshire, or Vermont, except for two Canadian Pacific trains which pass in the night while crossing Maine on their runs between Montreal P.Q., and St. John, N.B. Massachusetts is served extensively by the New Haven; Boston & Maine gives only commuter service in the Boston area under a government subsidy; and there is some Boston & Albany service westward from Boston. Little else remains.

6 ***What prevents a locomotive from passing a dwarf signal displaying "stop" but with its lamp not lit?***

Nothing. This is why engineers must know the lines they operate, including the locations of all signals and restrictions. Actually, dwarf signals are seldom used on other than secondary turnouts.

7 ***So John W. Barriger didn't want to quit railroading when he had to retire from the Pittsburgh & Lake Erie at age 65, and is now president of the Katy. What will he do when he reaches the Katy's mandatory retirement age of 70?***

"When that time comes," Barriger says, "I'll just look around for another railroad—one that will let me work until I'm 75." Unlike most people, who look forward to week-ends when they can get away from the job, J.W.B. looks forward to Monday mornings when he can get back to it. Besides being a professional railroad man, he is a rail hobbyist and was No. 14 in our "Interesting Railfans" series.

8 ***Long ago, while braking on the Frisco, I liked a poem called "The Little Caboose," by C. E. Calkins, but I no longer have a copy of it. Do you?***

Yes; we are glad to reprint it.

The mighty machine at the head of the train is impressive, you'll have to admit
As she rumbles and roars o'er the glimmering rails, you can tell that she's doing her bit;
But back at the rear there's a little old car that rattles along kind of loose;
She is not much to see, but I'm sure you'll agree there is use for the little caboose.
The "brains" on his perch in the cupola watches over the swaying train,
And his eyes and his nose and his ears are set, for trouble will ever complain.
And never the squeal of a brake that sticks, nor a sound that seems abstruse,
Is missed by the scout that is watching out, from the rear in the little caboose.
And the smell of the smoke of a burning box is a scent that his watchful nose
Can tell from the smell of the smoke in hell, though he can't smell a fragrant rose;
And then, when they go in the ditch, 'tis then that they'll have the greatest use
For the things you will find, tailing on behind, 'way back in the little caboose.

9 ***How may I obtain the publication, Canadian Railwayman?***

This semi-monthly railway workers' newspaper, printed in English and French, may be had for $2 per year from Canadian Railwayman, Rm. 514, 1010 St. Catherine Street West, Montreal, Que., Canada.

10 ***What has happened to the Union Pacific's Big Boy 4-8-8-4 steam locos?***

Some have been donated for display in various parts of the country, viz.: 4004 to City of Cheyenne, Wyo.; 4006 to National Museum of Transport, St. Louis, Mo.; 4012 to State of New Hampshire for display at Steamtown, North Walpole, N.H.; 4014 to Southern California Chapter of Railway & Locomotive Historical Society, Pomona, Calif.; 4017 to National Railroad Museum, Green Bay, Wisc.; and 4018 to the State Fair, Dallas, Texas. Other Big Boy and Challenger (4-6-6-4) locos are stored at Cheyenne for eventual donation or possible use for special events.

11 *Where can one inquire about buying obsolete boxcars and cabooses?*

Write directly to the public relations department of any major railroad, especially one which has recently ordered new freight cars and cabooses. Sometimes shortlines have surplus cars to dispose of, too. Be prepared to pay delivery charges as well as prices.

12 *Which was largest streamlined steam loco ever built?*

Most likely the Pennsylvania Railroad's huge class S-1 No. 6100, the 6-4-4-6 type built in 1938-39 and scrapped in 1949. Total length of loco and tender was 140 feet.

Running Extra

"Soo Line Railroad is most interested in hiring young people interested in telegraphy, teletype, and data processing," writes W.H. Jewett, Soo Line Superintendent of Quality and Budgetary Control, in response to a query in the June Information Booth. "As you know, train dispatching requires several years of experience with train orders and operating rules, which could be obtained while working as a station agent, operator, or telegrapher. I would be most interested in hearing from young people wishing to pursue such careers in operations on the Soo Line." (Address: Soo Line Bldg., Minneapolis, Minn. 55440.)

In 1947, the people of the United States sent a "Friendship Train" of commodities to Western Europe to help alleviate post-war shortages there. The following year, the people of France sent back a "Merci Train" consisting of 50 World War I box cars containing French paintings, statuary, etc, in gratitude. Some of the states and cities to which the "Merci" cars were sent have placed them on display; the whereabouts of many of the cars, however, is in doubt. Louis P. Morey, Box 19, Williamsburg, Mass. 01096, wants to know what happened to the Massachusetts "Merci" car. Does any reader have a complete list of the present locations of all 50 cars?

Pictures, plans, and information about World War I French locos and cars used to transport troops from landing areas to battlegrounds are sought by Vincent Lambrecht, 321 W. Girard Blvd., Kenmore, N.Y. 14217. These were the famous "40&8" cars, so called because each carried 40 soldiers and eight horses.

"I bought a locomotive builder's plate, Fairbanks-Morse serial number 20L24, dated 7-48," writes G.B. Wilson, 1001 Lawrence Ave., Don Mills, Ont., Canada, "but did not receive information as to which railroad or locomotive it came from. Who can supply such data?"

Concerning a recent enquiry about station agents being required to wear uniforms, Don Jilson, Box 12, Lowman, N.Y. 14861, sends us these excerpts from a 1906 Buffalo, Rochester & Pittsburg rule book: "Sec. 675. The following named employees must wear the full regulation uniforms prescribed in each case while on duty: station masters, station agents, station baggagemen, station baggage porters, assistant agents, telegraph operators, office messengers, office porters, policemen, including watchmen who have police power of arrest, passenger conductors, dining-car conductors, passenger brakemen, passenger flagmen, train baggagemen, train porters, chair and club car porters." Subsequent sections deal with appearance and maintenance of uniforms, for which the employees were personally responsible.

"Is the Rye & Camber steam tramway, at Rye, in Sussex, England, still running?" asks G.J. Gripper, 28 Norfolk St. North, Hamilton, Ont., Canada. "I would like any information and history of this small line."

"Why would a railroad operating over flat terrain typical of the Kansas City Southern need a Shay loco?" writes Larry Seabury, 49 W. 32nd St., New York, N.Y. 10001. "Your December, 1939, issue shows KCS No. 900, a 3-truck Shay described as the world's largest Shay (up to that time), but no reason for KCS need of such a loco was given."

Information and history of 12-wheel steel car *Fir Park*, a 6-section, 4-roomette, 4-double-bedroom sleeper rebuilt in 1950 from 10-section, 2-drawing-room *Point Barrow* is wanted by L.P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603. The car is at Strasburg Rail Road, Strasburg, Pa., where the new Pennsylvania state railway museum is being established.

"What railroad did Gene Autry, the cowboy movie star, once work for, and when?" asks Robert McDonald, P.O. Box 81, Collins, Ohio 44826.

Information on Florida shortlines, especially those of the Bradenton and Sarasota area, is sought by Bob Mason, 4310 Dunbarton Ave., Tampa, Fla. 33611, who asks, "What did the initials AGC&L stand for?" (Arcadia, Gulf Coast & Lakeland, but we don't know when it was abandoned.)

History and details of Saucon Valley Iron & Railroad Co., near Bethlehem, Pa., are wanted by Raymond Runkle, RD 1, Centre Valley, Pa. 18034, who says the line was owned by the New Jersey Zinc Co. What was the extent of its operation and what locos did it have?

Adding to his list of records having railroad folksongs in our June issue, Ronald S. Lane, 2839 Village Dr., Columbus, Ind. 47201, calls attention to *Hear the Whistles Blow*, Flatt & Scruggs singing 8 railroad and 3 riverboat songs, Columbia Records; *Railroad Songs & Ballads*, hill music relating to railroads, now available from Archive of Folksong, Library of Congress, Washington, D.C. 20540 for $4.95 postpaid; *900 Miles and Other Railroad Songs*, Cisco Houston singing 11 selections, Folkways Records; and *Railroad Man*, Bill Strange singing 10 railroad songs, with steam loco sounds, $4.79 postpaid from Mobile Fidelity Records, P.O. Box 336, Burbank, Calif. 91503.

Details of car lettering and other data about the St. Louis, Brownsville & Mexico, "Gulf Coast Line", before becoming part of the Missouri Pacific, are sought by A.S. Bernoudy, Jr., 3201 Colorado Ave., Kenner, La. 70062. Such information would refer to the 1900-1910 era.

"In what year was the Cincinnati, New Orleans, & Texas Pacific (Southern Ry.) passenger depot at Lexington, Ky., completed?" asks George Riehl, 4601 Hamilton Ave., Cincinnati, Ohio 45223. An enquiry to the Southern brought no response.

Information about the old Palatine, Lake Zurich & Wauconda RR., later the Chicago, Palatine & Wauconda, a long-discontinued Illinois line, is wanted by Mrs. G. Buttolph, 103 S. Plum Grove Rd., Palatine, Ill. 60067.

We frequently receive requests for information about obscure train wrecks, many of which we are unable to answer for lack of sufficient description in the requests and lack of sufficient time to research hard-to-locate details. Latest such enquiries are for details of an accident on the West Orange RR. in New Jersey, about 1916, from Joseph Gamarro, 369 Lake St., Belleville, N.J.; a wreck of Southern Pacific's *Argonaut Limited* at Orange, Texas, about 1939-40, from Dennis Vercher III, 1913 Crocket Ave., West Orange, Texas 77630; and a wreck somewhere in New York State's Catskill Mountains, date unknown but supposedly commemorated by a sign near a highway, from Leonard Gordy, Rm. 514, 5540 Hyde Park Blvd., Chicago, Ill. 60637. Perhaps readers can supply such information.•

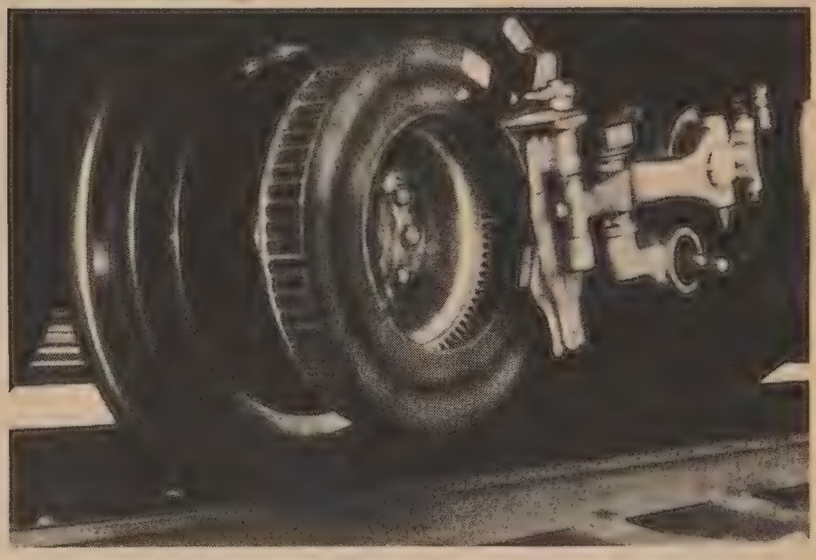
Canadian Pacific RDC-3 No. 9023 crosses a high wooden trestle east of Stokes on Vancouver Island. Trackage is subsidiary Esquimalt & Nanaimo, usually freight only; this was a Pacific Northwest Electric Railroad Assn. fantrip, May 5, 1968.
Photograph by Dave Wilkie, 595 Leaside Ave., Victoria, B.C.

PHOTOGRAPHS OF THE MONTH

Canadian National photos.

Canadian National's new *Tempo* service consists of five new lightweight trains on the Toronto-Windsor and Toronto-Sarnia runs. Cars, built by Hawker Siddeley, have aluminum bodies on steel frames, also disc brakes as shown below, and are comfortable to ride.

Folding food-tables are built into seat backs of CN *Tempo* cars. Passenger comfort is stressed.



Pittsburgh & Lake Erie retains identity under Penn Central operation. Photo taken in May, 1968.

J. P. Krzenski, 28 Donna Pl., East Islip, N.Y. 11730

Brakeman J. D. Frye is first to sign consolidated roster as PRR Kinsman St. Yard, Cleveland, Ohio, is taken into the merged Penn Central in April, 1968.

Penn Central photo

Crew members guard movement as Long Island Rail Road passenger train is brought out of layup yard and into station at Ronkonkoma, N.Y., for a westbound run to New York City. Loco is Alco RS-3 No. 1552.

J. P. Krzenski,
28 Donna Pl.,
East Islip, N.Y. 11730

Famous No. 8444, retained by the Union Pacific Railroad principally for use on railfan excursions, was photographed here at Boise, Idaho, in 1966. She will operate in the Boise area this September 28th for the benefit of the local YMCA.

Photo by Henry R. Griffiths, 821 Houston Rd., Boise, Ida. 83704

Puffing Billy is a narrow-gage train which runs back and forth on a picturesque right-of-way in the Dandenong Ranges, 30 miles from Melbourne, Australia. The line began in 1900 as a common-carrier but later fell upon hard times and had troubles with landslides. A group of enthusiasts took over and got the line running again, as seen above, also below at right.

Photographs from Australian National Travel Assn.

We're looking out the front window of Boston & Maine RDC No. 6145 as it meets a mate near Lynn, Mass., August 29, 1967. We're heading inbound toward North Station from Ipswich; the other car is outbound from Boston to Rockport. B&M commuter service is subsidized by a state authority.

Photo by Henry R. Griffths, 821 Houston Rd., Boise, Ida. 83704

TRAINMASTER

Fiction Story by Don Livingston

SWINGING down from the caboose of his work train, Dave Stoner hurried through wind-blown rain into the Marshfield depot. Dave was an alert young trainmaster on the Oil Belt & Western. He paused a moment in the waiting-room to remove his dripping hat and raincoat. Superintendent Graham, large and bull-like, strode past him into the office. The super also had ridden the train in from an inspection of the flooded area.

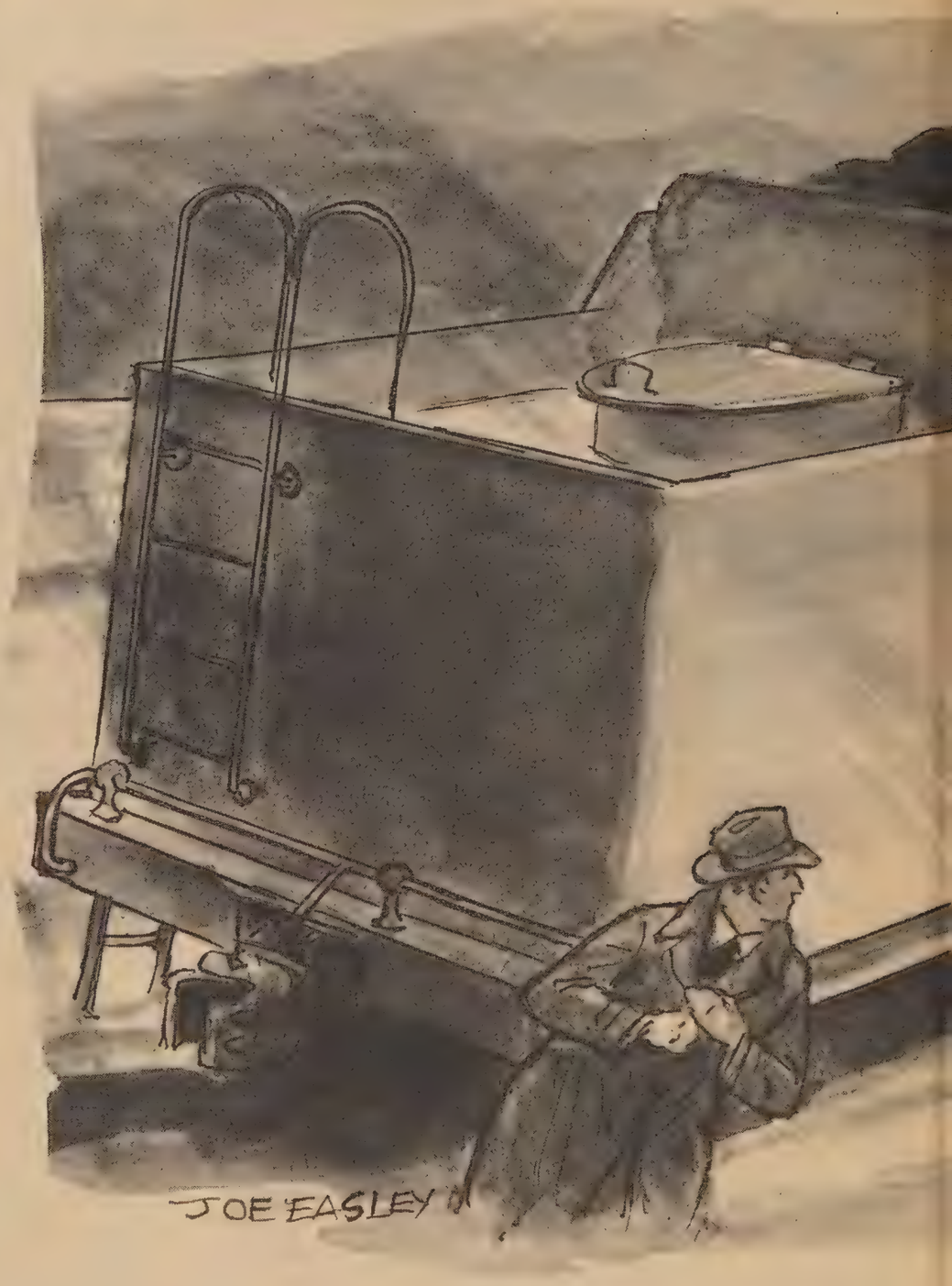
From outside came the lazy chugging of the air pump on engine 847. For the past three years this old girl had been used to rush flood-fighting material to gangs of laborers at various danger spots deluged by the rising waters of Oklahoma Creek. Through the open door Dave could see "Rusty" Herrick, slicker-clad, puttering around the 847's drivers, and muttered to himself the hope that Mr. Graham would not notice who the engineer was. Already there had been enough trouble on the Seminole Division.

When Dave stepped inside the office, Mr. Graham was seated at the train-order desk talking rapidly on the dispatcher's phone. The brass collar's bulk overflowed the telegrapher's chair.

"Water's three to twelve inches over the rails all through Pine Hollow," he was saying. "We've sandbagged some places, and unless the flow gets deeper it oughta hold. Trains can keep on comin' through on signal from the foremen. . . ."

Jim Mosher, the Marshfield agent, greeted Dave with a friendly "Hello!" and handed him a telegram reporting on the track situation. Washouts north, washouts south! Trains marooned all over the district! Rain still sweeping down in big wet bunches! Half a dozen railroads of the Southwest were demoralized and frantically seeking some way to run their trains through. Over a 300-mile strip crossing five states the downpour had spread ruin. And now the Seminole Division, the only route still open across the flood area, was groaning under the detoured traffic of three other railroads as well as its own.

Dave knew the dispatchers were doing their best. He realized what a strain they were up against. He visualized the DS office as he had seen it on similar occasions, the men with rings around their eyes and crowsfeet in their brows, gulping mugs of black coffee and munching sandwiches while they plugged at the job. They were running the trains in groups, two or three north, then two or three south—an excellent bit of railroading; and yet Superintendent Graham was now raving at them for what he considered a stupid move.



The T.M. shook his head in annoyance. Mr. Graham was holding up important business on that overworked wire while he took time to criticize. Dave hoped there would be no serious mistakes today. With conditions like they were, a mishap might be tragic.

Mr. Graham slammed the phone headpiece on its hook and wheeled to the agent's desk, obviously with the intention of writing a telegram, when the door opened and in walked Engineer Herrick. Dave groaned. He realized this was the worst possible time for the super to learn that Rusty was back in service. Mr. Graham had discharged the man for insubordination a year before. Rusty had been rated as one of the road's top runners, but his quick temper and stubborn will had displeased the superintendent and led to his dismissal.

WHEN prosperity rolled over America, doubling and redoubling the traffic, Mr. Graham threw up his hands and demanded: "Where in hell can we

get men to handle this tonnage?"

"We'll hire 'em," Dave said calmly.

"Then hire 'em—shanghai 'em—I don't care how you do it, but get the men!"

The trainmaster repressed a grin. He was thinking of Rusty, and he didn't care to provoke the super unnecessarily. This time it was clearly unavoidable. Rusty must be hired—there were not enough men available for the work to be done. And so the name Herrick went back on the board.

As the hogger opened the door, he spoke to Dave, ignoring Mr. Graham. "Boss," he said, "how long will we be here? I ought to pack that main pin before we make a run. She's liable to heat."

"What's that?" the super bellowed. "Mean to tell me you're running one of our engines?"

"Yes," Rusty nodded. "the 847."

"Why, I fired you a year ago!"

"Yes, Mr. Graham, but your road invited me back." He turned to the trainmaster. "Reckon I'd better pack—"

"Stoner, what's the meaning of this?" Graham interrupted. "Didn't I—"

"I put Herrick back to work a month ago," said the T.M. "You instructed me to hire men to run this pike and not be too particular."

"Overruled me, heh?" The deep voice was subdued now, but the ruddy face was white. "Stoner, you're fired!"

Dave was stunned. "Better think it over, Mr. Graham," he advised tensely. "I took you at your word when I re-employed Herrick."

"You had no authority to do so without an okay from me. Herrick, stay off that engine! Catch the first train into Midway and call for your time!"

"Fine!" Rusty said, his eyes glinting. "And now that I'm not workin' I'll just attend to a little chore. Did you ever wonder about somethin', Mr. Graham?"

"I don't waste time on riddles," the superintendent answered stiffly.

"But I do, and I'm hankerin' to know just how that slicked-down hair of yours would look with a gob of roadbed rubbed into it—"

Rusty reached out menacingly. Quick as a flash, Dave stepped behind and

locked the runner's arms in a tight grip.

"Easy, fellow!" he cautioned. "A brawl won't help matters. Wait till we get the trains moving over the road before you start anything."

"We?" Rusty echoed. "Where d'ya get that 'we' stuff? You and I ain't movin' trains. We're just has-beens."

"Even so, let Mr. Graham do his job. Somebody's got to handle this situation."

"Okay," Rusty agreed.

He stalked over to the far end of the office, glaring out at the rain. Mr. Graham went back to the phone and got Ed Hyatt, the master mechanic.

"Ed," he bawled, "send me an engineer for the 847 on the work train . . . Yes, I said an engineer. Herrick can't pull trains on this road. I fired him, and he stays fired . . . No, I won't let him bring the train in. I said, *send me an engineer!*"

He threw down the phone headpiece, buttoned up his raincoat, and stomped out the door. The phone rang sharply and Dave answered.

Ed Hyatt's voice came over the wire. "Let me have Mr. Graham."

"He's gone out to the work train," Dave stated dully.

"Is that you, Stoner? Tell the boss there's no hogger I can send to replace Herrick."

"That's no concern of mine. I'm not working for the OB&W any more."

"What's that?"

"I said it. Herrick and me's fired." Dave said ungrammatically.

A low whistle came over the phone. "Well, I wish you'd send word to Mr. Graham that no engineers are available."

Dave spoke to Jim Mosher. The agent donned his slicker and splashed outside. Three minutes later he came back with the brass collar, trailed by all remaining members of the work-train crew. Mr. Graham eased his bulk into a chair, reached for the phone and called Hyatt again.

"I'm tying up the 847." he barked. "The crew will deadhead into Rockland on 94 to get their rest. Send a relief crew to take charge, I'll put an engine watchman on the 847 to keep her alive."

NUMBER 94 pulled up at Marshfield depot with a string of oil tankers, and the work-train crew boarded her while she took water. Dave and Rusty remained in the office; they would go to Midway on the next southbound passenger train. The engineer yawned sleepily and stretched out on a desk at the back of the room. Mr. Graham, seated at the train-order desk with the phone to his ear, sent the agent to call an engine watchman.

Dave leaned back in his chair and gazed gloomily out the window at the slanting rain. Bitter though he was over Mr. Graham's injustice, he felt no regret at having rehired Rusty Herrick. In view of the shortage of enginemen, he had only followed his best judgment; and he believed the general manager would uphold him when he appealed the case.

Traffic moved slowly past the water-bound station. Two passenger trains were pulling cautiously northward. Dave knew that behind them would come the long overdue Number 10, the *Bobolink*, the road's pet string of varnish, now two days late from repeated and often aimless detours over half a dozen flood-harassed lines since leaving the Gulf Coast.

Mr. Graham stepped outside to listen for the *Bobolink*. Dave moved over to the phone and donned the headpiece. He heard the operator at Sadler excitedly talking to the dispatcher.

"Engine 586 on the *Bobolink* has thrown a side-rod. He's about a mile north of here. The brakeman came back and told me."

Dave heard the dispatcher groan and ask for details. He learned that the *Bobolink* occupied the main stem halfway between terminals with a disabled engine and had all traffic tied up. Furthermore, there was not a locomotive on the whole division available to relieve her.

Mr. Graham blew up when he heard the news. "Take the nearest engine and send her back for the *Bobolink,*" he yelled into the phone.

The reply came that they had no engines between Marshfield and Rockland except those already handling passengers.

"But we can't back an engine clear out of Rockland!" the super bellowed. "That would leave traffic tied up for three hours . . . What? . . . Sure, we've got the 847 here, but there's no crew to handle her. Start an engine out of Rockland immediately and give her right over everything! Get her down here!"

He paced savagely back and forth the length of the phone cord. Dave did some diagram work on a sheet of message clip. It was a makeshift train-sheet showing the delays which the emergency traffic was going to suffer from that broken-down engine. Rusty still lay on the table at the rear, hat over his face, dozing restlessly.

Dave went back and poked the engineer in the ribs, saying: "Get up! We're going for the *Bobolink!*"

"We're what?" Rusty asked.

"You and I are clearing the main line for traffic."

"Who the devil cares about the traffic? We're both unemployed now."

"But there are 300 tired, hungry people on that *Bobolink* sitting out there in the flood," Dave argued, "and hundreds of carloads of freight trying to get through this bottleneck, and all being held up because there is no engine on the *Bobolink.*"

"And whose fault is that?"

"It isn't our fault, Rusty—not yet. But ten minutes from now it will be ours if we're not rolling the 847."

Herrick swung his feet clear of the table and stood up. "Okay, let's go!"

STILL busy on the phone, Superintendent Graham had not heard the discussion. He whirled in surprise when the ex-trainmaster tapped him on the shoulder saying: "We're taking the 847 to get the *Bobolink.*"

"No, you're not." Mr. Graham said. "Keep your hands off the company's property! You forget—"

"Mister," said Dave, "I haven't forgotten a thing."

He reached for the phone which the official had dropped. Mr. Graham tried to stop him, but Rusty's big hand seized the super's collar and pulled him back. Then Dave spoke into the phone, told DS what he and Rusty would do.

The dispatcher's reply sounded positively jubilant: "Get the 847 rolling, Stoner! We'll hold a red board on all southbound traffic at Marshfield until you come back. Tell Herrick to take it easy through that deep water."

In five minutes Dave and Rusty had cut off the 847 and had her on the main line. Mr. Graham followed them outside and climbed into the cab, apparently deciding it was wiser to cooperate in such a move than to oppose it, saving face by appearing to take charge.

"We'll have to go slow backing through Pine Hollow," he shouted across the cab. "Track may be swung out of line."

Down in Pine Hollow the track disappeared under the surface of a muddy lake which extended as far as the eye could reach. But tthe current, held back by the equally high waters of the flooded Arkansas below, was not swift. With his head out the window and a hand on the throttle, Rusty guided the locomotive through the shimmering mass, his every sense keyed tight for the feel or sight of danger. Dave, in

the fireman's seat, leaned out with cautious eyes guarding the course of the engine, unmindful of the rain that pelted his face. Superintendent Graham stood in the gangway, watching the water splash and ripple before the movement of the tender trucks. Evidently he was too much concerned with the safety of their mission to assert further authority.

One mile, two miles, they moved at a speed little faster than a man would walk. Then suddenly Dave yelled, "Stop her!" and gestured violently to the man at the throttle. Something had disturbed the water, a long, rail-like object circling through the air. Rusty slammed on the brake. Dave saw the rear end of the tender swerve and settle as she stopped.

"Tender's on the ground!" he cried.

Pushing past Mr. Graham, the ex-trainmaster swung down into 18 inches of water before his feet struck the roadbed. He splashed around to the end of the tender just as Rusty showed up from the other side. All wheels of the rear tender truck were on the ties. Dave gingerly explored the roadbed with a foot.

"Nothing wrong with the track," he announced. "Ties and rails all intact. We must have hit something."

Rusty grunted. The upper half of his body poked under the derailed tender. When he straightened up he was dragging some long wooden articles attached one to the other by steel fastenings.

"Found that mess deadheadin' a ride on the brake riggin'," he said. "What d'ya make of it?"

"Some farmer is short the tongue and neck yoke out of a cultivator," Dave said.

"My Gawd!" Rusty exclaimed, glancing around at the broad expanse of water. "You don't reckon I've run into a cornfield, do you?"

HANGING out the gangway, Mr. Graham yelled: "What did you find—what derailed us?"

Dave motioned for him to come and see.

The super hesitantly swung down into the water. "We've got to do something," he grumbled. "The whole railroad is tied up! Stoner, you go and get help."

Dave shook his head. "We can rerail her without any help."

"In this water? Why, it'll take a work crew and probably the wrecker. Stoner, it's four miles back to Stotts. Hurry back there and phone for the big hook and the nearest section crew. We'll try rerailing her with frogs."

"Mr. Graham," Dave said patiently, "it would take a man two hours to wade back to Stotts. It would take a section crew that long to wade back here, even if one is available. Four hours shot to hell and nothing done. We'll rerail her ourselves."

"Stoner, I told you to go to Stotts and phone for help."

Dave stood firm. "I'm not working for you, Mr. Graham; I'm working for the OB&W Railroad—and Herrick and I are going to get this engine back on the rails."

Rusty was already invading the possum belly of the tank, from which he dragged out a heavy frog. Abandoning all attempts at keeping dry, the two men dropped to their knees and placed the frog a few inches ahead of the derailed wheels.

"Reckon she'll stick?" Rusty asked.

"On those water-soaked ties, with the weight we've got to lift, she'd kick back."

"Then we'll spike her."

Driving a spike which was invisible in the muddy water, while crouched in a cramped position with only a few inches to swing the hammer, proved to be difficult. At length it was done, much to the relief of Mr. Graham, who was momentarily growing more distressed at the delay.

But on the other side of the tank the difficulties were much greater. There the derailed wheels had cut into the ties, letting the body of the tender settle a few inches lower. There was scarcely room under the tank for a man to keep his face above water.

Rusty went in with the spike and hammer, but after a blow or two he came up coughing and gasping, "Only a diver could work under there."

Dave tried it next. He quickly realized what had happened to his friend. So close was his face to the surface that every movement caused the water to splash up and nearly strangle him. He tried holding his breath while he swung the hammer: then he'd wait for the water to quiet down so he could breathe again. In a few minutes he crawled out, exhausted by the unusual task.

"Did you get it driven?" Mr. Graham asked.

"Only about halfway," Dave said. "It hurts your wind."

"Here, let me try a whirl," the super offered, seizing the hammer. "We've got to move this engine."

Mr. Graham lowered his bulky, raincoated form under the tank. They heard him grunting with the effort of getting in position to swing the hammer.

"Too bad the section men can't see this," Rusty commented with a grin, as he tilted his head to shake the water out of one ear.

They could hear Mr. Graham splashing about and the muffled thud of the hammer. After several minutes the superintendent crawled out, hammer in hand, his breath coming in jerky gasps. His appearance reminded Dave Stoner of a drowned pig.

"She's down to the head," Graham announced.

Dave detected in his voice a ring of triumph. Something had happened to the big brass collar. Dave hoped the effect was not merely temporary.

Next came the nerve-tightening task of pulling the derailed trucks back on the track. Rusty, at the throttle, kept his eyes on Dave's hands as the ex-trainmaster, watching the movement of wheels, signalled him ahead.

Inch by inch the stubborn tank moved along in the water, like an amphibian, groaning with the twist as it swung up the lift of the frogs. Then, with a decided jolt, the flanges dropped down into place and the steel monster settled into position. Having thus conquered the elements, the men removed the frogs. Rusty opened the throttle cautiously, and the 847 was on her way again.

After they had started the *Bobolink* northward behind engine 847, the three men returned to Marshfield. They shed their soaked clothing in Jim Mosher's office and put on substitute garb which the agent had got from a nearby store. In blue shirt and overalls, Mr. Graham looked like a well-fed mechanic, but his dignity of position had not entirely vanished.

"Stoner," he said, "you and Herrick did a good job today." He cleared his throat noisily. "I'm going to forget about your putting Herrick back to work without proper authority. You may both continue your jobs in the regular manner."

"Thanks, Mr. Graham," he said. "It took all three of us to do that job."

Rusty yawned again and remarked: "Now that everything is settled, maybe I can get some overdue shut-eye."

He ambled back to the rear, stretched himself out on the same old table, and soon was snoring. Dave and the super settled down in chairs for a little snooze while they were waiting for the next passenger train.

Before closing his eyes, the trainmaster glanced out the window and murmured sleepily: "Looks like it's stopped raining at last. We can move a lot of traffic tomorrow."

STEVE MAGUIRE'S

TRANSIT TOPICS

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

VANCOUVER, B.C., needs a monorail system, according to John MacD. Lecky, chairman of that Canadian city's planning commission. He considers it the cheapest and most feasible answer to the area's rapid transit needs, the method most likely to get public support, and the quickest to build. Interviewed by the *Vancouver Sun* upon his return from a San Francisco conference of American planners, Mr. Lecky said: "It would avoid the phenomenal cost of subways or land acquisition for city freeways, one reason being that it can be built on existing routes, down the center of highways and above railway tracks. An obvious route would be along the old tramway tracks beside Arbutus."

Steve Maguire

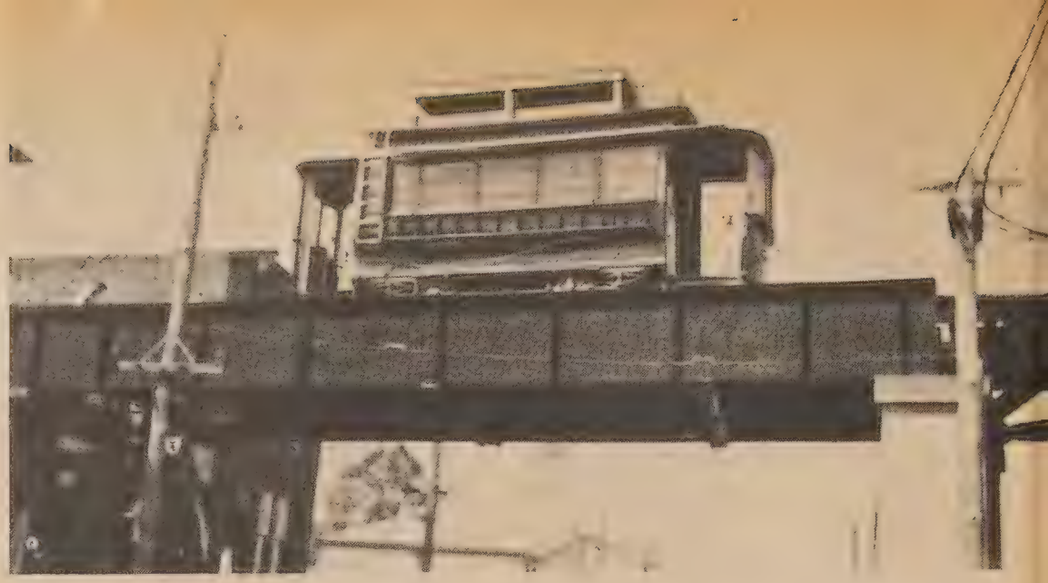
This refers to the former British Columbia Electric Railway, now B.C.'s Hydro Electric freight-only line.

"The monorail," Mr. Lecky went on, "would be ultra-modern, fast, and smart enough to persuade people not to drive to work downtown, thus greatly easing rush-hour traffic. First priority of any local transit system must be a speedy link between the airport and the downtown area. But the province and the Federal Government must recognize Vancouver's problem and agree on financial backing.

"Something must be done soon to meet our needs. So far there is a complete unawareness at all levels of government of Vancouver's problem, and an unwillingness to learn how to solve it. Other cities have faced the same situation, though, and we can pick up their experience for free."

In San Francisco, the planning commission chief saw progress on the Bay Area's rapid transit program, which includes a 75-mile rail system.

"The cost is staggering and anything on these lines would be far beyond Vancouver's reach," he stated. "They allocated a billion dollars to the scheme in 1962 and already have a deficit of $175 million.



Atlantic & Suburban Ry. line car No. 100 was a former passenger car; seen here on part of overpass in the summer resort town of Pleasantville, N.J., years ago.

Convertible car 152 of City & Suburban Railway, Washington, D.C.

"Bobtail" horsecar No. 3 of Metropolitan RR., Washington, D.C., about 80 years ago was lettered "Capitol, War & Navy Depts.—Baltimore Depot & Hotels."

City Passenger Ry. car 32 in Atlantic City, N.J., in 1910, one of the collector's early trolley photographs, recalls ancient memories.

All photos on these two pages by the late Leroy O. King, Sr. (See item, p. 41.)

Atlanic City & Suburban Traction Co. car 6 at Florida Ave., Atlantic City, N.J., photographed about fifty years ago. This was a fast four-motor semi-convertible.

West Jersey & Seashore RR. open car 6872 at Atlantic City in 1915. WJ&S was owned by the Pennsylvania Railroad, became part of Penn-Reading Seashore Lines.

"But one scheme we could follow is their aerial rail link between the airport and downtown. This can be built with a minimum of inconvenience and needs only 14 square feet of land for each pylon—and the pylons are spaced far apart. Cars are suspended from rails extending from each side of the pylons."

Mr. Lecky said a similar scheme in Vancouver could be the first stage of a city transit system.

"We have a big new airport opening soon and at rush hours it could take you ages to get there," he continued. "The airport is the Federal Government's, so I suggest we go straight to them and say: 'Look, we need a fast link with the city. Let's have the money for it.' "

He said an aerial way could even be suspended beneath Lions Gate Bridge to provide a fast link with the North Shore.

"City freeways are not the answer to transit problems," he added. "Most American cities realize this."

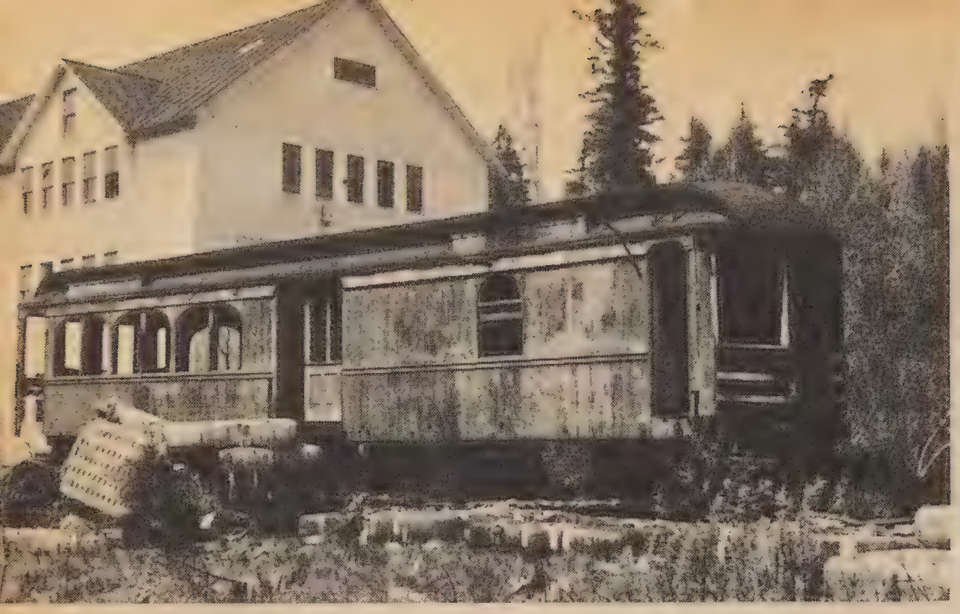
John Lecky, who became chairman of the planning commission last March, will soon visit cities of eastern Canada and the U.S. to see how they tackle their transport and urban renewal problems.

THE DEVASTATING tornado that struck Charles City in Iowa last May brought about prematurely the abandonment of electric railway operation on the Charles City-Marble Rock division of the Iowa Terminal Railroad, we learn from James S. Levis, 654 Boston Ave., Waterloo, Ia. 50703. This is the same company whose car barns at Mason City burned last Thanksgiving Day, destroying four pieces of equipment.

Jim says that the Charles City depot which houses the offices was badly damaged by the tornado, and the freight house was completely destroyed. All trolley wire in the yards and most in the streets at Charles City was blown down. On the 12-mile line to Marble Rock, many mast arms and poles came down, bringing a sudden and unexpected end to electric raillway operation on the Charles City division. Plans had already been made to end the trolley operation during the summer and four diesels were already on hand, so the storm simply hurried the changeover.

Trolley freight will continue on the separate ITR line at Mason City, Ia., where some pieces of equipment from Charles City will be sent. At present, former North Shore interurban car 727 is being restored for use on special trips for private parties over the line.

RARE movies of Cedar Rapids & Iowa City interurban cars in action are available from Blackhawk Films, Eastin-Phelan Corp., Davenport, Iowa 52808, in 8 or 16mm., sound or silent version. Vitaly V. Uzoff shot these films in



Photos of Paul Smiths Ry. (Feb. issue) intrigued Alan Thomas, who sent us a 1953 view (left) of the car body when it was not as much hidden by trees as now, and a company photograph showing the off-center trolley pole. (See item below.)

1953 just before the road ended passenger service. In the sound version you can hear traction motors whine and rail joints click. Blackhawk may soon release a sound movie of the Waterloo, Cedar Falls & Northern.

E. JAY QUINBY'S book, *Interurban Interlude*, is due off the press of Model Craftsman Publishing Corp., Ramsey, N.J., even before you read these words. Jay is the founder and honorary president of both the ERA and Branford trolley museum and has done considerable writing for *Railroad Magazine*. He was No. 8 in our *Interesting Railfans* series. His book ($7.95 postpaid) is a history of the old North Jersey Rapid Transit Line, on which he used to work, enriched with many anecdotes, pix maps, etc.

PHOTOS of the dilapidated but still-extant body of a "combine" from Paul Smiths Electric Ry. (Feb. issue) interested Alan Thomas, 15 Oxford St., Winchester, Mass., who graduated from Paul Smith College in 1954 and spent some time following the old railway. The car body then was not so overgrown with weeds as our picture showed.

"That car had trolley poles on all 4 corners," Alan writes, "but used those on one side only. The wire was hung on short brackets, off-center to the track. A 4-4-0 steam loco stood beside a big warehouse until the rails were torn up. The combine, which pulled private railroad cars to the hotel, had a motor generator in its baggage section. When the pole came off the wire, the generator had to be started up each time before that car could move. Until recent years, Paul Smiths also owned the local power and telephone company.

"Track ended across the street from the hotel. From there it ran eastward, past the warehouse near which the car body now rests. A spur ran to St. Regis Lake. At one time the railroad hauled logs; a short siding presumably was used for loading them. An old tumbledown section house still sits in the bushes where the spur joined the main stem. The line crossed a creek on a causeway and a small timber trestle, then crossed the Lake Clear-Malone highway and went on to a junction with the New York Central, coming out of the woods near the Central's north wye and terminating north of the freight house."

100TH YEAR of streetcar service is being observed in Vienna, Austria. A large postmark used on outgoing mail pictures the city's first tram, a 4-wheeled doubledecker with a stairway at each end. "We still have trolleys and steam trains," writes Dr. Paul Bryan, Patrubangasse 9-4-28, Vienna X 1100, Austria. "Today we had a parade of beautifully painted and refurbished transit equipment—what a sight!"

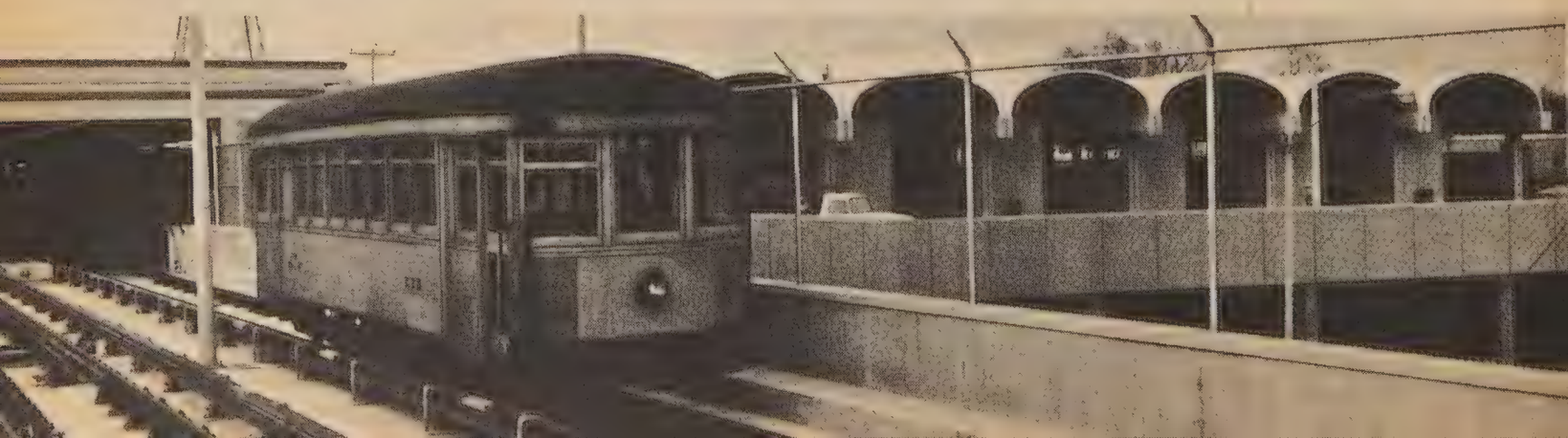
DISAPPOINTMENT with results of the Federal urban mass program to date and with urban transit in general was voiced the other day by Senator Gordon L. Allott of Colorado, addressing the Third International Conference on Urban Transportation at Pittsburgh, Pa. He said the Senate Appropriations Committee, of which he is a member, applies the brakes on spending for mass transportation when it finds endless studies but no constructive action.

"With the exceptions of San Francisco, Cleveland, New York, and a few other cities," he declared, "there has been a great deal of talk and publicity, but no visible signs of progress in coping with the enormous problems. This is most disturbing."

Citing the Washington, D.C., metropolitan area, Mr. Allott went on: "The first year I served in the Senate, 1955, I was hopeful that we were on our way to solving what was, even at that time,

TTC photo from *Passenger Transport*

First car operated over Toronto's recent Bloor-Danforth subway extensions was rail-grinder RT-5, shown here at Victoria Park station. Car was built in 1915 as a passenger streetcar, became a scraper car in 1931, a rail-grinder in 1953.



Northern terminal of New York Central's Getty Square branch was this short platform behind the third story of a bank building at Getty Square, Yonkers, N.Y. Railroad was on high ground, entrance to building was at street level (not shown), so access to station from Getty Square was through bank entrance and up stairs or elevator to third floor, then out rear door. Photo was taken in 1942; branch was abandoned in 1943. Another station on this line was shown on page 26 of our August issue.

Photo by Herman Rinke

a mounting traffic problem. A million dollar transportation study, begun that year, recommended among other things a rail rapid transit system. Here we are, 13 years later, and we have been told, just a few days ago, that the 'final' plans for a rail rapid transit system for the Washington metropolitan area have been adopted. The truth of the matter is that we are little closer to the actual construction of a system today than we were in 1955!

"Meanwhile, we have spent over 20 million for studies and designs. In fact, while we have estimated the expected number of people who will board the train at a given subway station at 3 o'clock in the afternoon, there is no subway train to board, and our traffic problem is getting continually worse.

"It is shocking to note that the entire Cleveland Hopkins Airport rapid transit extension, including the rolling stock, cost *two million dollars less than we have spent in the Washington area just for transportation studies!*

"If you add on the administrative costs of running the agencies involved with transit planning in the Washington area, you come very close to the cost figure of the original trunk rapid transit system in Cleveland, which opened in 1955 . . . the same year our first transit study in Washington began."

CHICAGO soon may follow Cleveland's lead and build a rapid transit extension to its major airport, O'Hare International, as suggested by the consulting firm and the architects who designed O'Hare itself. Their report says O'Hare's facilities will have to be doubled, pending development of a third important airport in the area. It is likely that highway routes to O'Hare will be heavily super-saturated with traffic by 1975 and O'Hare will handle about 25 million passengers in 1968. This number is almost certain to be doubled by the early '70's. Cost of the proposed rapid transit extension is put at $60 million.

The Federal Government is underwriting two-thirds of the cost of the rail extension to Cleveland's Hopkins Airport, 4.5 miles long, first of its kind in the country, which is due to open early this fall. (Boston's rapid transit rails end three-quarters of a mile from the city's Logan Airport.)

Cleveland Transit System is still trying to interest Federal officials in sending airmail by rail between downtown post offices and the airport, reports Alfred Kleinsmith of that city. Mail would be loaded at the post offices in specially built containers, trucked to the nearest rapid transit station and loaded on a waiting train. Passenger baggage and air freight, both coming and going, also could be carried in this way, if the airlines could be sold on the idea. In the past, airlines have shown no interest in the plan.

A KEY FACTOR in licking smog, according to Dr. A.J. Haagen-Smit, bio-chemistry professor at California Institute of Technology, is rapid transit trains operating on exclusive rights-of-way. He says it is easier to control pollution from a few big sources like factories and power stations than from many little ones, meaning the exhaust pipes of millions of motorcars. The fact that cities with rapid transit are among the smoggiest does not weaken the case. "Imagine how much worse off those cities would be if they didn't have mass transit by rail!" he says, as reported by Robert Divorky of Kansas City, Mo.

LEROY O. KING, Sr., one of the earliest streetcar fans, was born in 1890 and died recently in the District of Columbia, where he was a lifetime resident. His hobby interest began with the Georgetown & Tenallytown (later Wisconsin Avenue trolley route) that ran near his childhood home. Mr. King's collection of photos and memorabilia of Washington trolley lines is unsurpassed. By 1910 he was making shots also in Atlantic City, N.J., and Boston, Mass., and in later years he generously gave prints to fans and organizations on request. He was consulted on traction history by the Library of Congress, the Smithsonian Institution, Capital Transit Co., and D.C. Commission of Fine Arts. Says his son, LeRoy O. King, Jr.: "Dad left a lot of unanswered mail which I am handling. I plan to move his collection to my home at 4815 Allencrest, Dallas, Texas 75234."

"THE NEW subway cars going into service on New York's Independent Subway are disgraceful and are disastrous for the hard-pressed straphanger on the line, and may quite possibly represent the worst subway car ever built, anywhere," says Stephen Dobrow, president of the Committee for Better Transit, Inc., a non-profit citizens' group. "The new cars have only 44 seats, while the other new cars seat 50. A new 'fancy' design for the car ends and platforms wastes several feet of car length, however, so that there is less usable interior space in spite of the reduction in seating

These photos from a new book, *TTC '28*, reviewed below, exemplify Toronto trolley service in the era covered by the book. (Left) Four-wheel wooden car 1842 on Oakwood at St. Clair, February, 1925; (right) steel Peter Witt car 2506 on Yonge St. at Richmond, February, 1930.
Collection of John F. Bromley, 32 North Dr., Scarborough, Ont.

capacity. What seats are provided are still the hard fibreglass type, but have also been redesigned, providing less contour and shorter seat backs, and even further reducing the comfort. Of course, the cars delivered thus far are not air conditioned."

The Committee claims that the signs on the new subway cars are also inadequate. "Based on these and other considerations, the Committee for Better Transit has concluded that these new cars are utterly unfit for the uses for which they are intended, and that the only way to minimize the damage caused by their purchase is to immediately cancel the rest of the order and use the money thus freed to buy cars that will serve their purposes properly and with a modicum of increased passenger comfort."

SAN FRANCISCO'S cable-car barn visitors' gallery will be extended around the south and west walls by 175 feet. A local firm will do it for $66,533, the lowest of 8 bids submitted to the Public Utilities Commission. First stage of the project, completed last fall, was dedicated by Alan S. Boyd, U.S. Secretary of Transportation. Originally built in 1887, the barn houses the electric power generator that drives the 10 miles of underground cable operating the city's 3 lines. It also shelters the Municipal Railway's fleet of 39 cable cars, the nation's oldest regularly-operating transit form. When fully rebuilt as a tourist attraction, it will include historic exhibits, lighting effects for photographic displays, concessions for selling cable-car souvenirs, etc.

AUTOMATIC ticket gates that the Illinois Central recently installed on local multiple-unit electric trains in the Chicago area caused problems explained in the road's *Hello,* a sheet distributed to riders and sent to us by Steve Scalzo of Blue Island, Ill.:

"Until investigation disclosed otherwise, we were beginning to think that maybe the automatic gates were in rebellion against one-way tickets. Then we found that many passengers who keep several one-way tickets in their purses or pockets forget which one they have used, say, for entrance at their station, and use a different ticket for exit on the same trip. Then, on the next trip, they try to enter with the ticket already used once for entrance, which is too much for the circuits.

"The mindless, heartless computer rejects once-used tickets because it "understands" only the logic that entrance is followed by exit, and that two entrances on the same ticket are not part of the plan. About 600,000 one-way rides are used monthly. Until the round-trip ticket is available, we sincerely urge all single-ride users to keep track of their tickets and to be certain they use the same one for entrance *and* exit during each trip."

New Electric Publications

***West Penn Traction*, 218 pages, 8½x11", with hard covers and over 350 photos, has just been published as *Bulletin 110* of the Central Electric Railfans' Association, P.O. Box 503, Chicago, Ill. 60690, priced at $10. Thus CERA has produced another fine, scholarly book, this one telling the interesting story of electric lines that served the upper Ohio River Valley, which embraces hilly terrain in southwestern Pennsylvania and West Virginia.**

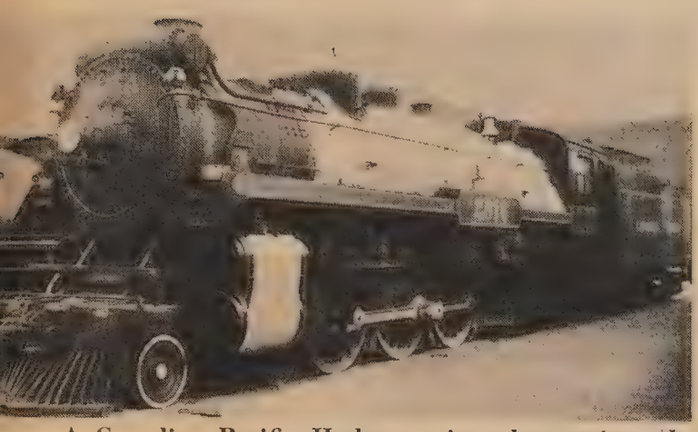
All but two of the companies covered by *Bulletin 110* were in the vast West Penn system that supplied electric power, light, and rail service in the first half of this century. Light and power continue, but the rails are gone. Included are the network of West Penn Railways routes in the Pittsburgh, Greensburg, Connellsville, and Uniontown areas of Pennsylvania; the Monongahela West Penn system in the Fairmount-Clarksburg and Parkersburg-Marietta (Ohio) regions of northern West Virginia; the Wheeling Traction system; and Pan Handle Traction, running out of Wheeling, W. Va., and embracing the Morgantown (W. Va.) interurban lines of Morgantown Traction & Electric, all being part of the old West Penn empire. The book also takes up the separately owned and operated Wheeling Public Service Co. and the Morgantown & Dunkard Valley Ry. As far as we know, this is the first publication dealing with the Morgantown trolley and interurban lines, which have long been a mystery to many juicefans. It boasts 5 full-color views, many maps, rostsers, and drawings. Amassing so much material must have been a monumental task.

***TTC '28*, subtitled *The Electric Railway Services of the Toronto Transportation Commission in 1928*, by John F. Bromley, has 47 pages, 8½x11", with soft cover and staple binding. Here is a comprehensive survey of Toronto city and radial lines in 1928, peak year of electric rail services. Examined closely are each route and type of car, especially the ubiquitous Peter Witts, which became the backbone of Toronto city transportation. Besides many photos of cars of the 1920's, there are maps, a roster, route timetables, and lists of car assignments. Copies may be had for $3 each from the Upper Canada Railway Society's book committee, 49 Leaside Drive, Apt. 409, St. Catherines, Ont., Canada.**

***Short Trolley Routes in the Lehigh River Valley*, 96 pages, 6x9", soft covers, spiral binding, costs $2 from Randolph L. Kulp, 602 St. John Street, Allentown, Pa. 18103. It is almost incredible that such a superb and well illustrated story of a dozen small trolley companies has been compiled more than 30 years after the last of them had folded up, some nearly a half-century ago. Lehigh Valley Chapter of NRHS as a group has put out this worthwhile book, rich with hard-to-get data and old photos that no one person by himself could have located. Covered are Stroudsburg, Doylestown, Reading, etc., all in Pennsylvania.**

Outdoor lineup at Steamtown, Bellows Falls, Vt., features Canadian Pacific 4-4-4 and other locos in various conditions.

A VISIT TO STEAMTOWN

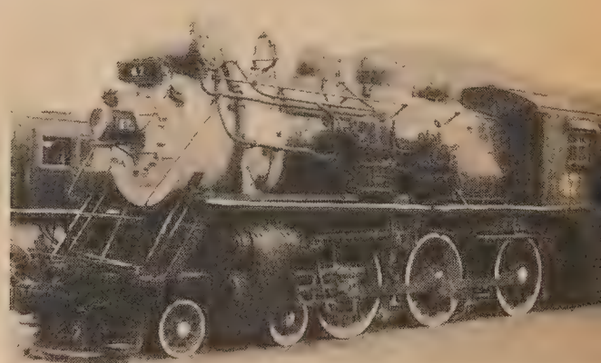


A Canadian Pacific Hudson, minus her main rods.

Plans for expansion of Steamtown, including structures to shelter locos and cars from harsh New England Winters, are in progress again after delay due to untimely death of founder F. Nelson Blount last year. (Above) Boston & Maine 4-6-2, still in reasonably good condition.

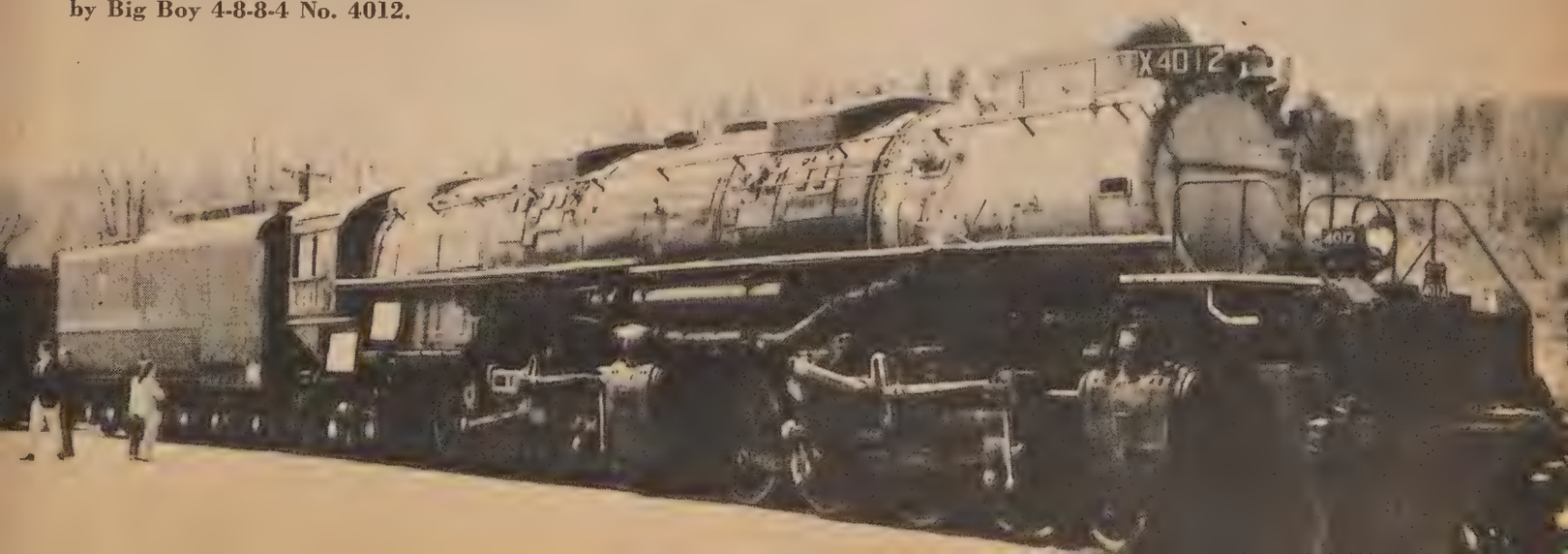
Photographs taken April 27-28, 1968, by Roger Arcara

View of main exhibit area shows equipment displayed on tracks radiating from the turntable at the left. Observe the old snowplow at the right.



Canadian National 4-6-4T No. 47 was built fifty-six years ago for suburban service.

Union Pacific is represented at Steamtown by Big Boy 4-8-8-4 No. 4012.



Baltimore & Annapolis No. 50, a GE 70-ton loco, brings a fantrip train consisting of Baltimore & Ohio coaches and gondola cars toward Annapolis. This is the only loco now owned by the successor to the famous Washington, Baltimore & Annapolis electric interurban line, on which all regular passenger service ended some years ago.

Photo by Sy Reich

Shortlines of Maryland

Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
			Baltimore & Annapolis Railroad					
50	600	GE	70-ton	B-B	35,000	140,000	1950	
			Baltimore & Eastern Railroad (owns no locomotives)					
			Canton Railroad					
20	600	GM-EMC	SC	B-B	49,900	199,600	1936	1
21	600	GM-EMD	SW1	B-B	49,435	197,740	1941	
22-23	600	GM-EMD	SW1	B-B	48,940	195,760	1942	2
24-25	600	GM-EMD	SW1	B-B	49,500	198,000	1949	
26	600	GM-EMC	SW1	B-B	49,850	199,400	1939	3
30-31	1000	Baldwin	VO 1000	B-B	?	240,000	1944	4
40	800	GM-EMD	SW8	B-B	60,245	243,980	1952	5
41	800	GM-EMD	SW8	B-B	61,245	244,980	1953	6
42-43	800	GM-EMD	SW8	B-B	61,845	247,380	1954	
44	900	GM-EMD	SW900	B-B	61,530	246,120	1956	
45	900	GM-EMD	SW900	B-B	62,315	249,260	1956	
46-48	900	GM-EMD	SW900	B-B	62,000	248,000	1956	
			East Washington Railway					
101	300	GE	45-ton	B-B	27,000	90,000	1946	
102	560	Whitcomb	65-ton	B-B	43,300	130,000	1944	7
			Maryland & Pennsylvania Railroad					
70	600	GM-EMD	SW1	B-B	49,500	200,000	1946	8
80-81	1000	GM-EMD	NW2	B-B	62,500	250,000	1946	9
82	1200	GM-EMD	SW9	B-B	60,755	254,000	1951	
			Patapsco & Back Rivers Railroad					
101-103	600	GM-EMC	SC	B-B	?	?	1937	
104	600	GM-EMC	SW	B-B	?	?	1937	
106	600	GM-EMC	SC	B-B	?	?	1935	10
107	600	GM-EMC	SC	B-B	?	?	1937	
108	600	GM-EMC	SC	B-B	?	?	1935	10
121	1200	GM-EMD	SW7	B-B	?	?	1950	11
122	1200	GM-EMD	SW7	B-B	?	?	1950	11
123	1200	GM-EMD	SW9	B-B	?	?	1952	13
125-126	1200	GM-EMD	SW1200	B-B	?	?	1956	
127-129	1200	GM-EMD	SW1200	B-B	?	?	1956	
130-134	1200	GM-EMD	SW1200	B-B	?	?	1957	
151	600	GM-EMD	SW1	B-B	?	?	1940	12
152	600	GM-EMD	SW1	B-B	?	?	1940	12
153-154	600	GM-EMD	SW1	B-B	?	?	1941	12
155	600	GM-EMD	SW1	B-B	?	?	1940	12
201	600	Alco	HH 600	B-B	?	?	1937	14
202-203	600	Alco	HH 600	B-B	?	?	1937	14
204-207	600	Alco	HH 600	B-B	?	?	1937	14
300	1000	Baldwin	VO 1000	B-B	?	?	1940	15
301	660	Baldwin	VO 660	B-B	?	?	1941	
302	660	Baldwin	VO 660	B-B	?	?	1942	
306-309	660	BW	DS 4-4-660	B-B	?	?	1946	
325	1000	Baldwin	VO 1000	B-B	?	?	1940	15
326-327	1000	Baldwin	VO 1000	B-B	?	?	1940	
328	1000	Baldwin	VO 1000	B-B	?	?	1945	
329 (1st)	1000	Baldwin	VO 1000	B-B	?	?	1942	16
329 (2nd)	1000	Baldwin	VO 1000	B-B	?	?	1940	17
330	1000	Baldwin	VO 1000	B-B	?	?	1945	
331-332	1000	Baldwin	VO 1000	B-B	?	?	1944	4
335	1200	BLHW	S-12	B-B	?	?	1953	
336	1000	Baldwin	VO 1000	B-B	?	?	1942	
337-341	1000	BW	DS 4-4-1000	B-B	?	?	1948	
342-344	1000	BW	DS 4-4-1000	B-B	?	?	1949	
345-347	1200	BLHW	S-12	B-B	?	?	1951	18
348	1000	BW	DS 4-4-1000	B-B	?	?	1948	19
351 (1st)	1000	BW	VO 1000	B-B	?	?	1941	20
351 (2nd)	1000	Baldwin	VO 1000	B-B	?	?	1942	16
353	1000	Baldwin	VO 1000	B-B	?	?	1941	21
355	1000	Baldwin	VO 1000	B-B	?	?	1943	22
356	1000	Baldwin	VO 1000	B-B	?	?	1943	23
357	1000	Baldwin	VO 1000	B-B	?	?	1940	24
358	1000	Baldwin	VO 1000	B-B	?	?	1942	25
360-361	1000	BW	DS 4-4-1000	B-B	?	?	1947	26
362	1000	Baldwin	VO 1000	B-B	?	?	1945	27

Notes of Maryland Shortlines

Rosters are based on data from officials of EW, Canton, Wheeling Steel, M&P, and Republic Steel, and are accurate as of first quarter, 1968. For the purpose of our rosters, a shortline railroad is defined as a common carrier listed in either the Official Guide or the Pocket List of Railroad Officials, or both, with a route length less than 400 miles.

(1) Canton 20 sold to Republic Steel (5/18/63), renumbered 902.

(2) Canton 23 sold to Birmingham Rail & Locomotive Co. (7/8/64).

(3) Canton 26 originally Richmond, Fredericksburg & Potomac 50, then Canton 26 (5/56).

(4) Canton 30-31 sold to P&BR (12/22/53), renumbered 331-332.

(5) Canton 40 sold to Wheeling Steel (5/28/63), renumbered 1153.

(6) Canton 41 sold to Wheeling Steel (10/10/63), renumbered 1154.

(7) EW 102 originally U. S. Army 8465, then EW 102 (1947).

(8) M&P 70 sold to Republic Steel (5/29/59) through A.J. O'Neill, renumbered 326.

(9) M&P 80 sold to Republic Steel (11/14/59), renumbered 334.

(10) P&BR 106, 108 originally Delaware, Lackawanna & Western 426, 425, then P&BR 106, 108.

(11) P&BR 121-122 originally Cornwall 121-122, then P&BR 121-122.

(12) P&BR 151-155 originally Philadelphia, Bethlehem & New England 13, 15, 17-18, 12.

(13) P&BR 123 originally Steelton & Highspire 42, then P&BR 123.

(14) P&BR 202-203 might have been numbered, originally numbered, or renumbered 55-56. Nos. 201-207 are no longer on roster.

(15) P&BR 300 rebuilt by P&BR, renumbered 325.

(16) P&BR 329 (1st) renumbered 351.

(17) P&BR 329 2nd) originally Union Railroad 500, then P&BR 329 (2nd).

(18) P&BR 345 built by Baldwin without an engine.

(19) P&BR 348 originally Ironton 750, then P&BR 348.

(20) P&BR 351 (1st) repowered by BW to a DS 4-4-1000; no longer on roster.

(21) P&BR 353 originally Union 505, then P&BR 353.

(22) P&BR 355 originally Pittsburgh & West Virginia 30, then P&BR 355.

(23) P&BR 356 originally U.S. Army 7464, then P&BR 356.

(24) P&BR 357 originally Union 501, then P&BR 357.

(25) P&BR 358 originally U.S. Army 7461, then P&BR 358.

(26) P&BR 360-361 originally Reading 28-29, then P&BR 360-361.

(27) P&BR 362 originally U.S. Navy 13, then P&BR 362.

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Alltime Roster of Canton Railroad

Compiled by Howard N. Barr, Canton locomotive engineer

STEAM LOCOMOTIVES

Nos.	Year Built	Bldr's No.	Cyls.	Dia. Driv.	B.P.	Tract Effort	Weight (lbs.)	Year Retired
1	1914	41707	19x24	46	180	28,820	118,000	1952
2	1912	38692	19x24	52	180	25,500	119,900	1952
3	1916	44600	21x28	51	200	41,160	162,000	1955
4	1918	49926	18x24	50	180	24,400	105,000	1947
5	1919	51391	21x28	51	200	41,160	163,050	1956
6	(?)	55738	21x28	51	200	41,160	162,000	1956
7	1923	65286	22x28	51	200	45,170	182,000	1955
Borrowed from Maryland & Pennsylvania Railroad								
4	1901	3287	17x24	62	180	16,640	—	(?)
26	1912	38697	19x24	50	175	25,770	—	(?)
28	1910	34995	19x24	56	180	23,660	—	(?)
29	1913	39492	20x26	50	180	31,810	—	(?)
30	1913	40913	20x26	50	180	31,810	—	(?)
Borrowed from Pennsylvania Railroad								
2802	(?)	—	20x24	56	205	29,871	—	(?)

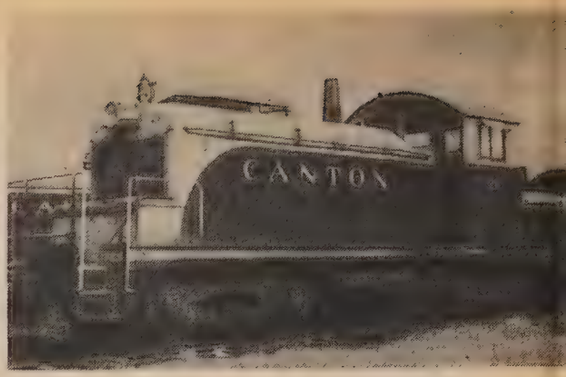
DIESEL-ELECTRIC LOCOMOTIVES (See Sy Reich's roster, p. 44.)

Trial Locomotives

No.	Builder	Year Built	Bldr's No.	H.P.	Weight (lbs.)	Year Retired
620	EMD	(?)	620	600	199,600	—
1001	BLH	(?)	1001	100	(?)	—

Canton Railroad 0-6-0 No. 7, built by Alco in 1923, seen at Baltimore in 1946.

Photo by Howard N. Barr, Sr., 116 N. Ellwood Ave., Baltimore, Md. 21224



Canton Railroad diesels at Baltimore: (above) No. 26, a 600-hp. GM built in 1939; (below) No. 47, a 900-hp. GM built in 1956. See page 44 for current diesel loco roster of Canton Railroad.

Both photos by Sy Reich

Canton Locomotive Notes

All steam locos in roster were built by Baldwin, except No. 7 (Alco) and M&P 4 (Richmond). Builder of Pennsy 2802 is unknown to us.

No. 2 is said to have been the only Canton engine ever operated on another road. However, we have found no details of her ever having run anywhere else, either former owner or perhaps on loan from Canton Railroad.

No. 6 builder's plate showed her built Nov. 1923; Canton records show her installed in 1922.

No. 4 was wrecked twice, in same place and same way. First time was most severe; but having a new firebox only a short time, she was restored to service. After the second smash-up she was sold for scrap.

Special equipment: Southern valve gear on engines 3, 5, and 6. Piston valves and Walschaert valve gear, engine 7, which also had a multiple throttle. Superheater equipment was ordered for No. 3 and delivered, but never installed. Engines 3, 5, 6, and 7 had power reverse gear.

Special equipment on borrowed locomotives: Steam heat system on engine 4. Walschaert valve gear on engine 30. Universal valves, Walschaert gear, and superheater on No. 28.

No. 20 was received on trial Dec. 9, 1936. Lettered "Electromotive," numbered 620. Installed in 1937 but not lettered "Canton Railroad 20" until about 1940. Construction dates contradict; some show Aug. 1963, others Aug. 1936.

Nos. 20, 23, 40, and 41 sold for further use.

Engine 23 was being delivered by Pennsy when train was wrecked near Baltimore. Engine undamaged in wreck but received severe flattening of wheels. Returned to builder for repair; delivered to Canton about one week later.

Nos. 24 and 25 were experimentally equipped with multiple-unit control and operated thus for about one year. Found impracticable for Canton operation except on certain occasions of exceedingly heavy work, it was removed when the first of these two were due in shop.

No. 26 was bought second-hand from Richmond, Fredericksburg & Potomac Railroad in 1956.

No. 30 was wrecked by the Pennsy about 1950. Baldwin made new cab and other repairs.

Nos. 30 and 31 sold to Patapsco & Back River Railroad.

Two locos, bought in 1906 from "Ma & Pa" (0-4-0 20 and 4-6-0 21), had been Pennsy A-2 1160 or 1161 and Pennsy G-2 No. 628.

No. 2802 was Pennsy class B-8. ●

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3434 Green ..... 6½ to 12
3435 Natural Tan ..... 6½ to 12
3436 Navy Blue ..... 6½ to 12
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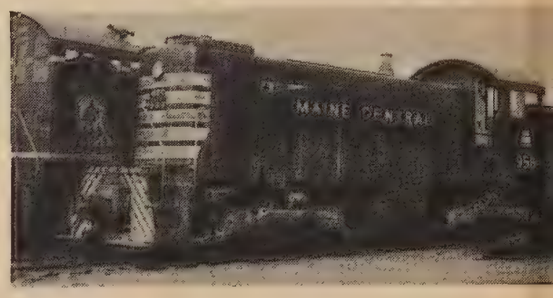
No. 709, built in 1948, at Bangor, Me.

No. 958, a 1949 Alco-GE S-1, at Bangor.
Both photographs by Sy Reich



GP-38's 258 and 254 were built in 1966.
H. W. Pontin, Rail Photo Service

Maine Central Railroad

Locomotive roster compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
DS-1a	11	380	GE	44-ton	B-B	22,225	89,600	1941	
DS-1a	12	380	GE	44-ton	B-B	22,225	89,600	1942	
DS-1a	13-15	380	GE	44-ton	B-B	22,225	89,000	1945	
DS-1a	16	380	GE	44-ton	B-B	22,225	89,000	1946	
DS-1a	17	380	GE	44-ton	B-B	22,225	89,000	1947	
DRS-4	251-262	2000	GM-EMD	GP38	B-B	64,225	256,900	1966	1
DRS-4	263	2000	GM-EMD	GP38	B-B	64,225	256,900	1967	2
DS-4b	301-303	1000	Alco-GE	S2	B-B	58,225	232,900	1949	
DS-4d	311-312	1000	Alco-GE	S2	B-B	61,375	245,500	1950	
DS-4d	313	1000	Alco-GE	S4	B-B	61,375	245,500	1951	
DS-4d	314-317	1000	Alco	S4	B-B	61,375	245,500	1954	
DS-5a	331-333	1200	GM-EMD	SW7	B-B	61,875	247,500	1950	
DS-5a	334	1200	GM-EMD	SW9	B-B	61,875	247,500	1951	
DS-5a	335	1200	GM-EMD	SW9	B-B	61,875	247,500	1953	
DS-5a	469	1600	Alco-GE	RS-3	B-B	63,050	252,200	1950	2
DRS-1b	551-555	1500	Alco-GE	RS-2	B-B	58,242	232,970	1949	1
DRS-1d	556-557	1600	Alco-GE	RS-3	B-B	62,000	248,000	1953	
DRS-3a	561-565	1500	GM-EMD	GP7	B-B	61,800	247,200	1950	
DRS-3a	566-569	1500	GM-EMD	GP7	B-B	61,000	244,000	1953	
DRS-3b	571-573	1500	GM-EMD	GP7	B-B	61,950	247,800	1950	
DRS-3b	574	1500	GM-EMD	GP7	B-B	62,040	248,160	1951	
DRS-3b	575-580	1500	GM-EMD	GP7	B-B	62,040	248,160	1952	
DRS-3d	581	1500	GM-EMD	GP7	B-B	61,650	246,600	1950	3
DF-3a	671A-672A	1500	GM-EMD	F3A	B-B	61,850	247,400	1947	1
DF-3a	671B-672B	1500	GM-EMD	F3B	B-B	61,500	246,000	1947	1
DF-4a	681-686	1500	GM-EMD	F3A	B-B	58,000	232,025	1948	1,4
DP-1a	705-708	2000	GM-EMD	E7A	A1A-A1A	53,875	318,756	1946	5
DP-1a	709-711	2000	GM-EMD	E7A	A1A-A1A	54,420	322,496	1948	6
DRS-1f	801-802	1800	Alco Pr.	RS-11	B-B	61,675	246,700	1956	7
DS-2d	951-952	600	Alco	HH 600	B-B	49,325	197,300	1939	8
DS-3b	953	660	Alco-GE	S1	B-B	49,675	198,700	1941	
DS-3b	954	660	Alco-GE	S1	B-B	49,675	198,700	1945	
DS-3b	955	660	Alco-GE	S1	B-B	49,675	198,700	1945	
DS-3b	956	660	Alco-GE	S1	B-B	49,675	198,700	1947	
DS-3b	957-960	660	Alco-GE	S1	B-B	49,400	197,600	1949	
DS-3b	961-962	660	Alco-GE	S3	B-B	49,075	196,300	1953	

Maine Central Roster Notes

Roster is based on data from MEC's chief mechanical officer and is accurate as of Jan. 24, 1968.

(1) These units were traded to GM-EMD in 1966 for GP38's: 551-552, 555, 671A-672A, 671B-672B, 681-685.

(2) 469 was originally Chicago, Rock Island & Pacific 469, then General Electric 469, then MEC 469. It was traded to GM-EMD in 1967 for 263.

(3) 581 originally Portland Terminal 1081, then MEC 581.

(4) 686 scrapped in 1965, due to accident.

(5) 705-708 sold to Louisiana & Arkansas in 1963, renumbered 6-7, 11-12.

(6) 709 sold to Kansas City Southern in 1962, renumbered 20. Nos. 710-711 scrapped in 1960-1961.

(7) 802 originally Portland Terminal 1082, then MEC 802.

(8) 951 was scrapped in 1967. ●

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But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

• A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!

• Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one

The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

Free

We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

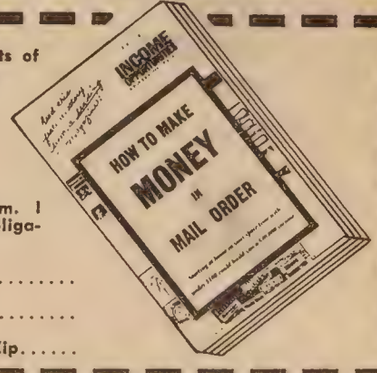
If you are sincerely interested in starting a profitable business of your own . . . if you can see the tremendous advantages which Mail Order offers . . . then ACT NOW!

Mail the coupon today, or simply send your name and address on a postcard. No salesman will call. We will send you a free book—gift catalog, reprints of feature articles, plus complete facts about our program. Write to:

Mail Order Associates, Inc., Dept. 91
Montvale, New Jersey 07645

Rush Coupon for FREE BOOK!

plus reprints of Mail Order articles



Mail Order Associates, Inc., Dept. 91
Montvale, New Jersey 07645

Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

Name .....

Address .....

City .....State.....Zip.....

The "HONEST ABE" Tie

AMAZE YOUR FRIENDS

Wear this strikingly unique necktie and, when they start telling those tall hunting and fishing tales, just flash your tie in their faces. They'll get the point, all right, when they see the Stuffed Bull's Head With the Winking Eye.

And what a wonderful gift for that buddy of yours who sometimes toys so carelessly with the truth.

ONLY $2.00

(Special rates for 6 or more upon request)

Your choice of 4 popular colors:

ROYAL BLUE

GARNET RED

ANTIQUE GOLD

OLIVE GREEN

ORDER BY MAIL—USE THIS COUPON

ACE-HI PRODUCTS
Box 2730 Grand Central Station
NEW YORK, N Y. 10017

Please send me the following HONEST ABE TIES (@$2.00 each):

(Fill in Quantity)

_____ ROYAL BLUE

_____ GARNET RED

_____ ANTIQUE GOLD

_____ OLIVE GREEN

TOTAL ENCLOSED. $_____

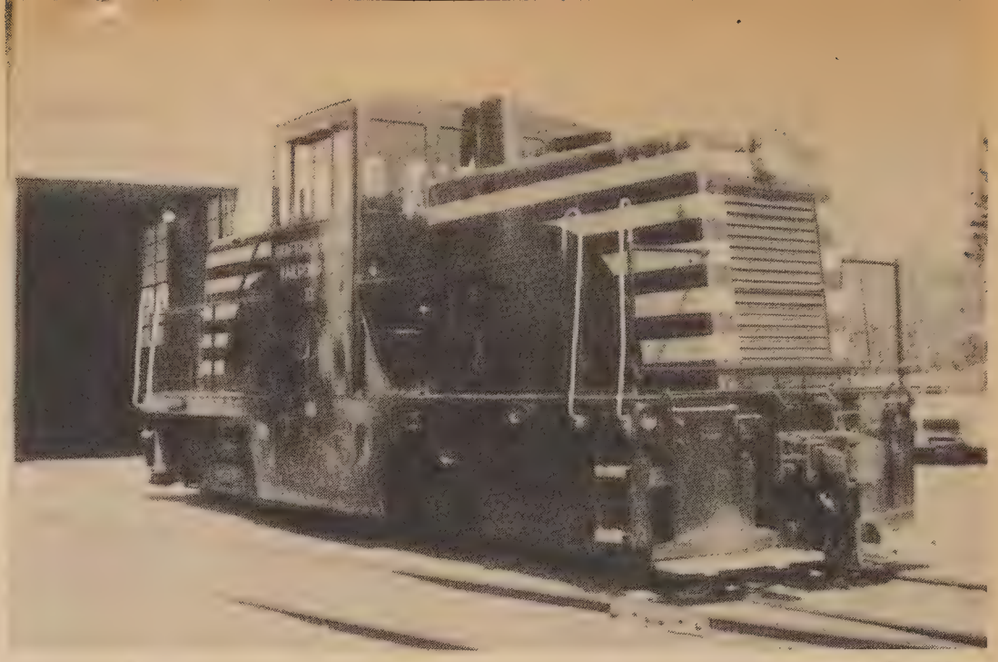
Name _____

Street _____

City _____

State _____ Zip _____

(Please print)



Grafton & Upton No. 10, a GE 44-tonner built in 1946, at Hopedale, Mass.
Photograph by Sy Reich

Shortlines of Massachusetts

Locomotive roster compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Bldrs. Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Central Vermont Railway									
GR-12c	1500, 1502	1200	GM-EMD	SW1200	B-B	36,000	248,380	1955	1, 2
MR-18a	3609-3614	1800	Alco Pr.	RS-11	B-B	53,000	226,790	1956	2, 3
MRG-16c	3900-3901	1600	Alco	RS-3	B-B	46,000	249,270	1954	2, 4
GR-17j	4547-4557	1750	GM-EMD	GP9	B-B	44,000	244,940	1957	2, 5
GRG-17k	4923-4927	1750	GM-EMD	GP9	B-B	44,000	251,540	1957	2
GRG-17s	4928-4929	1750	GM-EMD	GP9	B-B	44,000	251,080	1957	2
MS-10d	8027	1000	Alco-GE	S4	B-B	34,000	229,700	1953	2
MS-10j	8080-8081	1000	Alco	S4	B-B	34,000	232,190	1955	2
MS-10a	8093-8095	1000	Alco-GE	S2	B-B	34,000	230,000	1941	2, 6
MS-10b	8162	1000	Alco-GE	S4	B-B	34,000	229,700	1951	2, 7
Fore River Railroad									
——	10-11	300	GE	50-ton	B-B	25,000	100,000	1947	8
——	12, 14	650	Whitcomb	65 DE-19a	B-B	32,250	130,000	1944	9
——	15-16	600	GE	70-ton	B-B	35,000	140,000	1943	10
Grafton and Upton Railroad									
——	9-10	380	GE	44-ton	B-B	26,500	88,000	1946	
——	11	150	GE	25-ton	B-B	12,500	50,000	1947	11
——	12	600	GE	70-ton	B-B	35,000	140,000	1948	12
——	1001	1000	Alco-GE	S4	B-B	60,000	242,000	1952	
Hoosac Tunnel and Wilmington Railroad									
——	15	380	GE	44-ton	B-B	22,000	88,000	1943	13
——	16	380	GE	44-ton	B-B	22,000	88,000	1942	14
——	18	380	GE	44-ton	B-B	22,000	88,000	1940	15
——	23	600	GE	70-ton	B-B	35,000	140,000	1946	16
Union Freight Railroad									
——	1-5	380	GE	44-ton	B-B	22,000	88,000	1946	17

Notes on Massachusetts Shortlines

Rosters are based on data from officials of Bethlehem Steel, South Buffalo's vice pres. and supt., C&BL's vice pres., CV's supt. of equip., FR's pres., G&U's supt., and NYCTA's Dept. of Public Info. and Community Relations. It is accurate as of the second quarter, 1968. For the purposes of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route length of less than 400 miles.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco Pr., Alco Products; Alco, American Locomotive Co.; GE, General Electric Co.; Alco-GE, American Locomotive Co.-General Electric Co.

(1) CV 1500, 1502 were originally Grand Trunk Western 1505, 1507, then GTW 1200, 1202 (1956), then 1500, 1502 (1957), then CV 1500, 1502 (1963).

(2) All CV locomotives are leased from Canadian National except 8095, which is leased from GTW.

(3) CV 3609-3614 were originally Duluth, Winnipeg & Pacific 3609-3614, then CV 3609-3614 (1967).

(4) CV 3900-3901 were originally CV 1859-1860, then CV 3900-3901 (4/1/57), then CN 3900-3901 (1/2/58).

(5) CV 4552-4557 were transferred to GTW, renumbered GTW 4552-4557. (1965).

(6) CV 8093 originally was GTW 7917, then CV 7917 (10/48), then CV 8093 (4/1/57), then GTW 8093 (1967). CV 8094-8095 were originally CV 7918-7919, then CV 8094-8095 (4/1/57). CV 8094 was transferred to GTW, renumbered 8094 (1967).

(7) CV 8162 was originally CV 8015, then CV 8162 (4/1/57).

(8) FR 11 was sold to Bethlehem Steel (3/59), renumbered 30, and FR 10 is no longer on the roster.

(9) FR 12 was originally U.S. Army 8468, then S.A. Healy (?), then South Buffalo 44 (12/47), then FR 12 (11/48), then Conemaugh & Black Lick 56 (8/53), then Everett 56 (3/54), then Preston W. Duffy & Sons (?), (1966), FR 14 was originally U.S. Army 8491, then S.A. Healy (?), then SB 45 (12/47), then C&BL 52 (12/50), then FR 14 (5/53), then Marshall Equipment Co. 14 (11/17/56), then Canadian Car & Foundry (?) (12/56).

(10) FR 15-16 were originally Steelton & Highspire 35-36, then FR 15-16 (3/58).

(11) G&U 11 was sold to Monsanto Chemical Co. (5/48).

(12) G&U 12 was sold to Claremont & Concord (7/54), renumbered 12, then sold to South Brooklyn (11/60), renumbered 12.

(13) HT&W 15 was originally Denver & Rio Grande Western 43, then Saratoga & Schuylerville 15, then HT&W 15, then C&C 15, then Raymond International (?) (4401-4404 series).

(14) HT&W 16 was originally D&RGW 39, then Sanford & Eastern 14 (1st), then HT&W 16.

(15) HT&W 18 was originally Boston & Maine 112, then HT&W 18 (11/60), then C&C 18 (2nd) (1961).

(16) HT&W 23 was originally S&S 11, then C&C 11, then Montpelier & Barre 23, then HT&W 23, then SBK 13 (11/60).

(17) UF 1-5 were sold to Consumers Co. 12/53, renumbered 106-1 through 106-5. No. 106-1 was sold to Dolese & Shepard; 106-5 was sold to Vulcan Materials Co.

HOBBY CLUB

conducted by Sy Reich

THIRTY-FIVE SLIDES is back in business after a hiatus during which owner-operator Paul F. Garde recovered from a heart attrack which forced suspension of operations. Loco, train, and trolley slides are available at prices slightly higher than previously, because of higher operating expenses and postal rates. Lists of subjects available are still offered for 50¢ each, including a sample slide with each list; when ordering, specify interest in steam, diesel, trolley, etc. New address is 24 Court St., rm. 219, Colorado Springs, Col. 80904.

Sy Reich

The Case of the Vanishing Passenger Train isn't a Perry Mason mystery; it's a 14-page booklet recently published by the Association of American Railroads and essaying the AAR interpretation of why patronage of passenger trains has so declined in late years. While apparently trying to be objective, the tone of the exposition tends to be discouraging and reflects management tendencies toward freight-only railroads, presumably attempting to win public support for abandonment of long-distance passenger train service.

Another new AAR publication is the 1968 *Yearbook of Railroad Facts,* an 88-page soft-cover book of statistics and comparisons with past years. Topics include financial statistics, passenger and freight miles, carloadings, numbers of cars and locos in given years, performance statistics, types and capacities of freight cars, wages and employment, etc. Both publications are available from the AAR Public Relations Dept., Transportation Bldg., Washington, D.C. 20006.

Reading RR. is selling railroad memorabilia to the public at Reading Terminal, Market Street, Philadelphia, Pa. Such items as Seth Thomas railroad clocks and silverware and china which once graced the tables in Reading dining-cars are available, as are ticket

Photo by Gordon J. Strathdee

Canadian National station at St. Mary's Junction, Ont. (See item on next page.)

INVEST NOW!

1 1/4 ACRES in MEADOW VALLEY RANCHOS in NEVADA

$1.00 DOWN

$10.00 MONTHLY

FULL PRICE $695

THE BOOM THAT HAD TO COME IS NOW ON IN NEVADA. Ground floor buyers are reaping fortunes from small initial investments. A factual example of skyrocketing values is Las Vegas, Nevada. Land in Las Vegas that originally sold for $200.00 an acre now sells for $20,000.00 an acre, a profit of 1000%! Buyers who took advantage of low opening prices have become wealthy. The ground floor opportunity of Las Vegas is gone, BUT ANOTHER AREA OF PROPEROUS NEVADA IS BEING RELEASED FOR PUBLIC SALE!

This area has such a tremendous growth potential, such a fantastic unlimited future, that wise investors have purchased large acreage. Bing Crosby's ranch was one of the largest ranches in the county. James Stewart is Honorary Sheriff. Yes, the smart experienced investors have sensed the future and are buying MEADOW VALLEY RANCHOS in Elko County, Nevada.

MEADOW VALLEY RANCHOS has all the factors needed to boom . . . to prosper . . . to skyrocket its land values. Ideally located in the prospering Elko Valley, The Ranchos have the backdrop of the statuesque Ruby Mountains. The sparkling Humboldt River, actually flows through the property and is a valuable asset of the Ranchos. Every Rancho fronts on a graded road. The City of Elko, with its long established schools, churches and medical facilities is MEADOW VALLEY RANCHOS friendly neighbor.

FISHING: A fisherman's paradise. Huge Rainbows, Brook Trout and German Browns abound in Alpine-like lakes and streams.

GOLF: Enjoy leisurely golfing, with never a rush for starting times, at the city owned Ruby View Golf Course. This beautiful golf course is only minutes from the property.

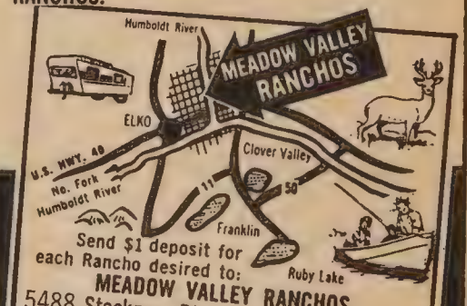
LAKE OSINO: No charge to Rancho owners for full privileges at nearby Lake Osino. Fish, Picnic, Relax at this private lake.

HUNTING: You will find the hunting of your life. Big game Mule Deer are abundant. Duck, Quail and Chukar are plentiful.

YOUR PROFITABLE TOMORROW — YES, wise investors are now buying in MEADOW VALLEY RANCHOS, but America's largest corporations, who buy in advance of population explosion, are also investing throughout Nevada. U.S. COMMERCE BUREAU FACT: Per capita income in Nevada is highest of all 50 states.

TAX RELIEF — No State Income, Gift or Inheritance Tax. The low Real Property Tax is actually limited by the State Constitution.

WHAT ARE THE TOTAL COSTS?
The full price of the title to your 1¼ acre Rancho is only $695. Total payment schedule is $1 down, and $10 per month. No interest, no carrying charges. John D. Rockefeller said, "The big fortunes of the future will be made in Real Estate." You are not required to do anything to your land. Live or vacation on it, or watch its value grow, then sell all or part of it for a profit. Your profitable tomorrow is here today in MEADOW VALLEY RANCHOS.



NOW! DON'T MISS THIS OUTSTANDING OPPORTUNITY

MEADOW VALLEY RANCHOS
5488 STOCKMEN BLDG., ELKO, NEVADA 89801

MAIL COUPON TODAY

Yes!—Reserve acreage at MEADOW VALLEY RANCHOS for me - $695 for each 1¼ acre parcel—payable $1 down and $10 a month. No other charges. Send purchase contract and map showing exact location of my holding. You will return my $1 deposit if I request same within 30 days. I enclose $1 deposit for each 1¼ acre Rancho desired.

SIZE ACRES	DOWN	PER MO.
1¼	$1	$10
2½	2	15
3¾	3	20
5	4	25

Name:_____

Address_____

City:_____ Zone:_____ State:_____

Indicate No. of Ranchos____ Total enclosed $____

Current controversy over D&RGW narrow-gage lines recalls when parlor-diner *Durango* brought up rear of *San Juan* train.
Photographed in 1948 by Herman Rinke

agents' validators and dies from abandoned stations. These and many other items may be seen at and purchased only from the office of G. J. Young, Manager of Materials, Room 523, Reading Terminal. There are no mail-order sales.

Fun Tours of Southern New England is a 12-page brochure issued by the New Haven RR. and giving details of one- to three-day trips sponsored by the NHRR in its territory. Write to the New York, New Haven & Hartford RR. offices at Grand Central Terminal, New York City, N.Y., or New Haven, Ct.

Centennial of the Atchison, Topeka & Santa Fe RR. is commemorated by *Milepost 100,* a colorful booklet telling the story of the AT&SF from its organization by Cyrus K. Holliday down to its present expansion into a diversified transportation system including railways, trucks, pipelines, and a proposed air service. Available from the railroad's Public Relations office at 80 East Jackson Blvd., Chicago, Illinois 60604.

Canadian National station at St. Mary's Junction, between London and Stratford, Ontario, may soon be demolished, we learn from Gordon J. Strathdee, 218 Grove St. East, Barrie, Ont., who indicates that CNR's policy is to raze all unused buildings. Thomas A. Edison worked in a small office in this station as a telegrapher in 1862-63. Built of solid stone, it could be converted to a local railroad museum. We hope efforts made for its preservation meet with success.

"I was much impressed by the dramatic color photo of K4's on your July cover," writes Otto Kuhler, noted railroad artist and industrial designer, Pine, Colo. 80470. "It is excellently lighted and composed. Congratulate Michael Eagleson for me. Such masterpieces do not happen often with a subject that can get to life only with proper lighting. Also, for a long time, some 30 years, I have admired Joe Easley's fine draftsmanship. Not only are his engines, old or new, always in correct perspective and full of action but his human figures hold the right pose and are properly dressed. Even their dirty overalls and greasy shoes seem to smell of oil. Give him my best wishes."

Souvenir of the long-abandoned Tonopah & Tidewater RR., which once served Death Valley, Calif., in the form of a spike mounted on a redwood plaque with the T&T emblem on the face and a brief history on the back, is offered for $2.50 by Alan H. Siebert, 4735 West Broadway, Hawthorne, Calif. 90250. Few traces of the T&T remain today.

Lackawanna RR. fans and other admirers of Phoebe Snow can now get a 1¼"-long tie clip showing side-and-end view of the streamlined tavern-lounge tail car which brought up the rear of the famous *Phoebe Snow* train as it was last constituted. Made of heavy-gauge metal, chrome-plated and with red and light gray enamel filling, the tie clip is available in a plastic box for $2.50 post paid from Allan Sherry, 5445 Netherland Ave., Bronx, N.Y. 10471. It may also be worn as an attractive lapel pin.

National Railway Historical Society now boasts 83 chapters. Latest additions are Horseshoe Curve Chapter, Altoona, Pa.; Colorado Midland Chapter, Colorado Springs, Colo.; and a group at Robbinsville, N.C., which has yet to select a chapter name. A dormant chapter at Jacksonville, Fla., has been re-activated. NRHS 1968 convention will be held August 30th through September 2nd at Baltimore, Md.

Passenger Train Journal is a new quarterly bulletin oriented toward the status of current passenger service and news pertaining to it. First issue, Spring 1968, is a 16-page photo-offset magazine available for 50¢ from the editor, Kevin McKinney, 2042 E. 72nd Pl., Chicago, Ill. 60649. Subsequent issues will be thicker and will cost 75¢ each; subscriptions, $3 per year.

Recent fantrip run by Connecticut Valley Railroad Association on New Haven tracks from Hartford to Danbury, Ct., used the Association's 2-8-0 No. 97 and revived the old picnic train type of excursion, shown here at Newington, Ct., picnic stop.
Photograph by Roger Arcara, 2421 Webb Ave., Bronx N.Y., 10468

Nickel Plate Road enthusiasts are invited to join the Nickel Plate Historical and Technical Society; annual dues are $3, received by Jon Marx, 7781 A-2 Ravensridge, St. Louis, Mo. 63119. The Society's illustrated magazine is loaded with Nickel Plate history and detailed information, including material for model builders. It is printed on paper with a peculiar texture, which tends to spoil the otherwise fine photos by giving them a grainy appearance, but we commend this publication as an excellent source of data on the New York, Chicago & St. Louis RR.

California State railroad museum will be established at Sacramento, according to a recent issue of *The Western Railroader*. Plans involve purchase of the Southern Pacific freight house area on the levee, which was the Central Pacific terminal at the time of the transcontinental railroad's completion in 1869. Old locos and cars owned by the Railway & Locomotive Historical Society and other historic equipment would be placed on display there. Plans for enhancing the tourist attraction include train operation on the SP's Walnut Grove branch to connect the museum with an operating riverboat on the Sacramento River.

Former Santa Fe Alco PA-1 passenger diesels bought by Delaware & Hudson seem to be working quite satisfactorily on the D&H, reports *The Dispatcher*, monthly bulletin of the Harlem Valley RR. Club, 44 Kinderhook St., Chatham, N.Y. 12037. A similar unit was bought from the New Haven for spare parts. Future of D&H passenger service, upgraded during the administration of F.C. Dumaine, Jr., has been uncertain since Dumaine lost stock control of D&H. Present management wants to sell the railroad to Norfolk & Western interests; the sale may be consummated by the time you read this. Dumaine tried hard to prevent the sale.

Canadian National is experimenting with the transfer of standard-gage freight cars to 42″-gage trucks at Port Aux Basques, Newfoundland, for direct shipment of goods between the mainland and the narrow-gage Newfoundland lines. Faster and safer shipment of freight is the objective. Reminds us of a similar procedure years ago at Mt. Union, Pa., where standard-gage freight cars from the Pennsylvania RR. would be lifted off their trucks and set on 36″-gage trucks for movement over East Broad Top RR.

FOR DAD! A STEREO SPECTACULAR!

from Mobile Fidelity &
Crescendo Records

A Smashing Gift Idea

"RAILROAD MAN"

- Great Railroad Songs performed by Billy Strange.
- Great Railroad Sounds from Mobile Fidelity.
- Great Blending of both— a very exciting album!
- **BONUS VALUE:** with your purchase of "Railroad Man" you may order **any** Mobile Fidelity album listed in our current 1968 catalog at ONE HALF PRICE! Limit one bonus per order; offer expires June 30, 1968.

GNP 2041 STEREO/MONO features Wabash Cannonball, Chattanooga Choo-choo, Last Train Clarksville, Engine #9, Old Toy Trains, Track Walkin', Midnight Special, A.T. & S.F., plus 2 more & steam locomotive sound from **Mobile Fidelity.**

Please ship the following, postpaid

___ copies R.R. Man @ $4.79 ea.

___ copies of MF albums at ½ price $2.40 ea. limit one for every R.R. Man MF #
(designate Bonus MF Album(s))

Add 75¢ for Special Handl. add $1.00 for Special Del. Calif. Res. add 5% Sales Tax

Name

Address

City State Zip

Mail your order today to: MOBILE FIDELITY • P.O. Box 336 • Burbank, California 91503.

Also available at better Hobby Dealers & R.R. Museum Gift Shops.

Oil-burning 2-6-0 No. 2 of Pampanga Sugar Development Co. at Mabalacat, P.I. Note couplers and buffers. She was built by Baldwin in 1928 (see item below).
Photograph by Airman First-Class Kenneth M. Ardinger

Covered Bridge Saved

Plans for saving the only covered railroad bridge remaining in Vermont, as related in our April issue, have met with success, advises Bob Hagerman, Executive Secretary of the Lamoille County Development Council, Morrisville, Vt. 05661. The bridge, at Wolcott on the St. Johnsbury & Lamoille County RR., was slated for replacement by a steel bridge, but railroad owner Samuel Pinsly agreed to build the new steel spans inside the wooden covered bridge, thus leaving the latter in place though no longer carrying any weight but its own, if the extra cost (about $14,000) would be met by others. Nine thousand dollars was appropriated by the Vermont Board of Historic Sites; the Lamoille Council undertook to raise the balance. Through public appeals such as that in *Railroad Magazine*, the money was raised. Contributions came from all over the country, and StJ&LC trains now carry heavier loads than ever while still passing through, but not upon, the historic covered bridge.

Along the Steam Trail

Latest edition of *Steam Passenger Service Directory* is now on sale. This is a guide to all known passenger steam operations in the U.S.A. and Canada, with some overseas listings, and includes both common-carrier and museum lines. Trolley museums having cars in operation are also listed. Locations, schedules, fares, and descriptions of equipment and the ride available in each case are given. A valuable guide for the railfan planning a tour; also handy for reference. The 1968 edition, featuring a color cover, costs $1.25 postpaid from Empire State Railway Museum, Inc., Box 459, Wall St. Station, New York, N.Y. 10005.

The Lulliput Patron (sic) is a new quarterly publication devoted to the lore of 2-foot-gage railroads. The first issue has 14 pages loosely inserted into paper covers, with illustrations, articles, loco lists and rosters, etc. Some of the material is intended for model building. Price is 75¢ per copy or $2 per year (4 issues) from publisher Roy Keeley, Jr., Rte. 1, Box 427-A, Theodore, Alabama 36582.

"Most of the sugar mills in the Philippine Islands are still using steam locos," writes Airman First Class Kenneth M. Ardinger, AF 14917564, 6203 Spt. Sq. ADCC-13 AF, APO San Francisco, Calif. 96274. "The Pampanga Sugar Development Co. uses two Baldwin 2-6-0 types, No. 2 and No. 3, builder's numbers 60506 and 60507, built in 1928. The sugar-cane harvest lasts only three months each year, February through April and this is the only period during which smoke rises from these now-rare engines." (See the photograph on this page.)

Efforts are now being concerted to save the Denver & Rio Grande Western's narrow-gage Silverton route and to retain the increasingly popular steam passenger trains used on it. As mentioned in last month's issue, Silverton's future is in doubt because the D&RGW wants to abandon all narrow-gage operations. Chief hope for retention seems to be a Citizens' Committee for Preservation of the D&RGW Narrow Gauge Railway, which seeks to have the National Park Service take over the line and continue to run the trains through the spectacular scenery as a national monument. The Committee urges petitioning the National Park Service for that goal; details and a sample petition may be had from the secretary, Warner Johnson, Chama, N.M. 87520.

New Mexico Governor David F. Cargo agrees with the Committee's proposal. "The efforts of numerous individuals to preserve the D&RGW narrow gauge railroad through establishment of a National Monument has my sincere support," he writes. "This is a most worthwhile proposal and affords a means to preserve and use this interesting historical property." Signed petitions may be sent to Gov. Cargo's office at Santa Fe, N.M. 87501, for consolidation and transmission to the National Park Service; or directly to Mr. George B. Hertzog Jr., Director of National Park Service, Dept. of the Interior, Washington, D.C. 20240.

The most ambitious project undertaken at Steamtown, Bellows Falls, Vt., since the death of founder F. Nelson Blount last year is the restoration of former Nickel Plate Road 2-8-4 No. 759.This loco was delivered to Steamtown some years ago in good running condition, having been overhauled by NYC&StL shortly before, but exposure to New England Winters caused inevitable deterioration. Steamtown chairman Edgar T. Mead, Jr., says that public support is needed for this and other Steamtown restoration projects. If all goes well, No. 759 will pull its first excursion Oct. 12-13 from New York City to Niagara Falls and return (see *Coming Events*). Rumor has it that renovation will be done at Norfolk & Western facilities and that the loco will be tried out in N&W freight service before the excursion.

Green Mountain RR., using part of the old Rutland, continues to operate with steam locos from Steamtown, the latest being Steamtown's 2-8-0 No. 15, which was repainted and lettered for the Green Mountain. She shares excursion chores with former Canadian National 2-6-0 No. 89. Steamtown's former Canadian Pacific 4-6-2 No. 127 is occasionally used in GM service, and a second CP 4-6-2, No. 1246, is being repaired at North Walpole.

Keweenaw Central Railway is now in operation, giving four passenger trips daily over its 12-mile line from Calumet, Mich. Alco 2-8-0 No. 29, built in 1907, pulls coaches and cabooses of the 1910 era. The loco came from Copper Range RR., and the KC slogan is "Copper County Route"; accordingly, a "Limited Collectors' Ticket" package is offered, including a metallic copper ticket with the purchaser's name imprinted, and which is valid on KC trains; photos, timetables, and historical data of the Keweenaw Peninsula. Price for the package is $3.60, post paid. Orders and requests for further KC information (please enclose stamped, self-addressed long envelope) should be sent to the railway at Box 3714, Milwaukee, Wisc. 53217.

Photograph by E. H. Brown, 402 W. Main St., Norwich, Ct. 06360

Steamtown's 2-8-0 No. 15 was repainted and lettered for Green Mountain RR. to pull excursion train from Bellows Falls to Rutland, Vt., and back, April 27-28. Train consisted of former New Jersey Central coaches and one wooden ex-Boston & Maine car. (Above) At Bartonsville, Vt. (Below) Watering up at Chester, Vt., with assorted former Rutland RR. cars under, or awaiting, restoration at right.

Photograph by Roger Arcara

Pen Pals Wanted

John Weightman, (53), Box 696, Sacramento, Calif. 95803.

Geo. L. Coon, (28), Tomball, Texas 77375, wants to hear from people in Texas.

Louis Buda, (15), 96 Walnut St., Lynbrook, N.Y., wants girl pen pals of 14, 15.

Bill Christensen, (15), 89-29 212th St., Queens Village, N.Y.C. 11427, wants to hear from PC, PRR, NYC fans.

W. Thompson, (31), 196 Geoffrey, Toronto, Ont., Canada, wants to hear from those interested in rrs. in southern states.

Raymond Mercer, Box 864-R, Gloversville, N.Y. 12078, disabled rrer., corresponds with railfans, collectors of rr.-topic stamps, worldwide. Uses commem. stamps on all letters.

Dona Foster, (17), 8040 Rosswood Dr., Citrus Heights, Calif. 95610.

Mable Hedger, (50), 2611 Watson, Vancouver, Wash.

Gail Scott, (14), 4743 Marcel Ave., Memphis, Tenn. 38122.

Renee Juergens, 201 Fourth St. SW., Staples, Minn. 56479.

Yevonne Dellaney, (15), 110 Sands Dr., Hebron, Ohio 43025.

Paula Swineharte, (15), 111 W. Second Ct., Hebron, Ohio 43025.

Blandina Terlizzi, (51), Apt. 2D, 2816 34th St., Astoria, N.Y. 11103.

Koy Garrison, (51), 3051 30th St., Astoria, N.Y. 11103.

Gary Coburn, (16), RR 2, Box 27, Greenup, Ky. 41144.

Joyda Smith, (14), 1015 Ionia SW, Grand Rapids, Mich. 49507.

Laurita Loomis, (15), 4517 Eaton, Kansas City, Kan. 66103.

Linda Mikota, (17), Blackburn College, Jones Hall, Room 106, Carlinville, Ill. 62626.

Karla Jahn, (19), 207 Monroe Ave., Norfolk, Neb. 68701.

Josine Greenwald, (14), 719 Alder St., Scranton, Pa. 18505.

Sheila Henderson, (14), 987 Duke St., Vidor, Tex. 77662.

Jill Osborne, (14), 720 Sum St., Vidor, Tex. 77662.

Diane Shoberg, (15), Box 505, Cornell, Wis.

Ruth Craker, (15), Rt. 1, Holcombe, Wis. 54732.

Dawn Hagen, (15), Cornell, Wis. 54732.

Joan Wilson, (15), Box 554, Cornell, Wis. 54732.

Nancy Lundquist, (14), of 3100 NE. Edwards St. Minneapolis, Minn. 55418.

Mary Jane Doherty, (17), 116 Filsham Rd., St. Leonards on Sea, Sussex, England; also Elizabeth Betts, (17), same address.

Sgt. John Bunker, Box 476, APO New York 09121.

Tina C. Barton, 301 W. Queen Lane, Apt. 805, Philadelphia, Pa. 19144, collects picture postcards.

Helen Cabilla, (17), Botica Nueva Era, Magallanes Corner, Boromeo St., Cebu City, Philippines.

Christy George, (15), 103 Sands Dr., Hebron, Ohio 43025.

Mrs. Opal Brummer, (46), a widow of 808 Arthur St., Holdrege, Neb. 68949.

Dennis Gilton, (14), 26180 Rose Rd., Westlake, Ohio 44145.

Ed. Wilson, (26), Box 293, Pleasant Hill, Ill. 62366.

Gina Branch, 516 W. Addison, Chicago, Ill. 60613.

Debbie Gnias, (15), 3561 Yockum Rd., Eden, N.Y. 14057.

Emanuel Omorodion, Eghosa Ang. Grammar School, P.O. Box 75, Benin City, Nigeria, West Africa.

John Ahonkai, Eghosa Ang. Grammar School, P.O. Box 75, Benin City, Nigeria, West Africa.

Kay Womack, (14), Box 37, Sikes, La. 71473.

Noma Hatten, (14), Rt. 2, Box 49, Grayson, La. 71435.

Belina Candio, (19), 121 EE-T. Padilla St., Cebu City, Philippines.

Christine Gammon, (15), 23 E. Alexandria Pike, Cold Spring, Ky. 41076.

Opal Fastir, (60), Rt. 4, Manchester, Tenn. 37355.

Debbie Tucker, (14), Box 124, Sikes, La. 71473.

Anne Callinan, (15), 61 Iver Ave., East Haven, Conn. 06512.

Mrs. Ottie Davidson, P.O. Box 295, Franklin Park, Ill. 60131. (She's a widow, 59).

Flora Ella Emerick, (16), Fairhope, Pa. 15538.

Corrine Anderson, (17), 740 N. 23rd St., Bismarck, N.D.

Sp 4 Tony K. Bond, HHC, 2d Bn, 35th Inf. 3rd Bde Task Force, APO San Francisco, Calif. 96355.

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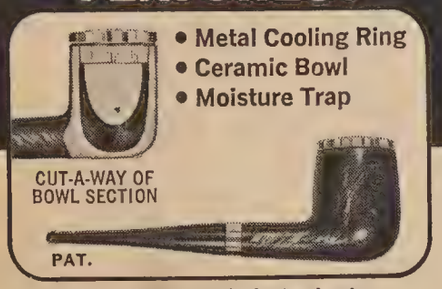

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CANADIAN PACIFIC: A Brief History, by J. Lorne McDougall, 200 pages, 6x9½", not illustrated. McGill University Press, Montreal Que., Canada; hardcover edition, $3.50; paper-cover edition, $1.75.

This is a concise, well-written account of the development of the Canadian Pacific transportation system, with chief emphasis on its railways, from the uncertain beginnings in the 1870's down to the present. The content is not technical, and the seeker of details about locomotives, cars, stations, operations, and the physical aspects of railroading on the CPR will not find them here. Rather, this work chronicles the growth of the Canadian Pacific as a company. The author is noticeably sympathetic to the privately-owned CPR in its long struggle to succeed despite competition from the government-subsidised Canadian National and its predecessors; the unfairness he ascribes to this arrangement is best cited by his observation that: "No private company which must finance on its own responsibility and which must pay its own debts can have any position other than that assigned to it by the government which is willing to finance its competitor."

Because the purpose of the book is to give brief corporate history rather than a physical or operational account, the content stands on its own merit without need for illustrations. The author has thoughtfully appended a list of nearly 50 railways which became part of the CPR, with a paragraph or two describing each. There are notes to each chapter, and an index. Though the book is well-printed on buff-color paper, the choice of sans-serif type may slow down rapid readers. All in all, this is a very worthwhile work, and the prices of both editions leave little excuse for any student of railways to overlook it.

BULLETIN 118 of Railway & Locomotive Historical Society, edited by Charles E. Fisher, 107 pages, 6x9", paperbound, illustrated; R&LHS, Inc., Baker Library, Harvard Business School, Boston, Mass. 02163; $3 ($2 for members).

This latest in the justly famous R&LHS Bulletin series contains a well-detailed history of the Wisconsin & Michigan Ry.; a treatise on railroads in forms of art, including paintings, postage stamps, cartoons, decorations, photography, Currier & Ives prints, etc.; lists of locomotives of Philadelphia & Reading Ry. subsidiary lines; an account of *Old Ironsides*, Baldwin's first locomotive; several reminiscences of old-time railroading; and other articles and items which add up to another worthy publication.

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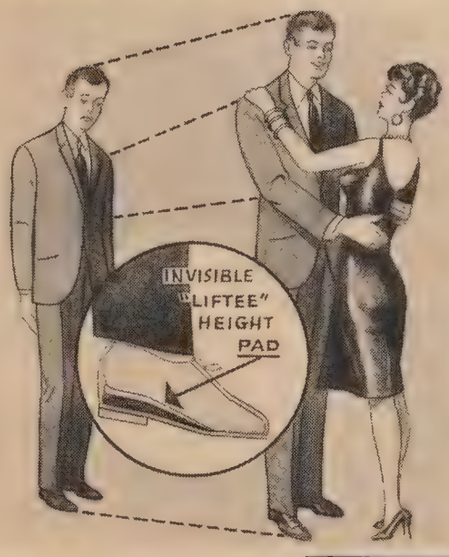

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THE SILVERTON: A Trip to Yesterday, by J.A. Stowe, 32 pages, 11x8½", soft covers, illustrated; J.A. Stowe, 610 E. Green St., Champaign, Ill. 61820; $2.50, post paid.

Many words have been written about the Denver & Rio Grande Western RR. narrowgage lines and about the efforts to save the Durango-Silverton run. Here is a brief account of how the Rio Grande three-foot-gage railways came to be, how their patronage declined almost to the vanishing-point, and how word-of-mouth publicity brought about a revival of seasonally heavy passenger traffic on the spectacular Silverton run. The rest of the book consists of very good photographs of the line and its equipment and operation, including highlights of a trip from Durango to Silverton and back—a photo sequence which sharpens the desire to take the trip in person. Printing and photograph reproduction are excellent, far better than some much more expensive books we have seen recently.

COLORADO ANNUAL, 1968, issue no. 6, edited by Cornelius W. Hauck, 32 pages, 8½x11", paperbound, illustrated; Colorado Railroad Museum, Box 641, Golden, Colo. 80401; $1 postpaid (not available from Railroad Magazine Book Service).

This is an anthology of steam railroading in Colorado and the southwest, including reminiscences of the Rio Grande, the Colorado Midland, the Colorado & Southern (with a nice shot of a high-wheel 2-4-2 Columbia type loco and passenger train at speed), and others. There is an account of the end of steam on Mexico's busiest narrow-gage line, and a story of a little-known steam railroad, the Laramie Valley Ry., which continues to use two former Union Pacific 0-6-0 types in hauling rock from a quarry. Well-printed on heavy coated paper, this *Annual's* scope of interest is broad.

THE ELEMENTS OF TRANSPORT, by R.J. Eaton, Second Edition (1953), 1968 printing; 93 pages, 5x7½", hard covers, not illustrated; Pitman & Sons Ltd., London, England; available from Railroad Magazine Book Service, $3.25.

Here is a handbook for the beginning student of modern transportation, covering topics such as historical background of transportation, relationship of transportation to national economy, fares, monopoly and competition, employment, and many other aspects of the field. Though published in Great Britain, most of its content is basic and applies elsewhere as well. It is remark-

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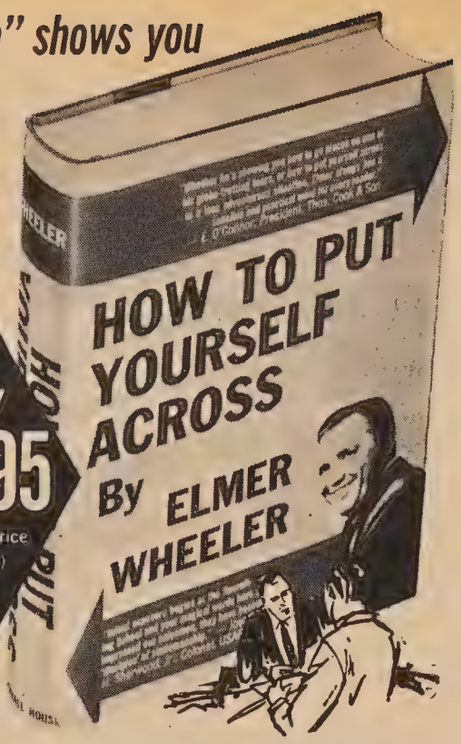

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Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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ably concise, explicit, and interesting, and makes good introductory textbook to the subject.

STEAM LOCOMOTIVES OF EASTERN EUROPE, by A.E. Durrant, 160 pages, 7½x10", hard covers, illustrated; David & Charles, Newton Abbot, Devon, England, 1966; distr. in U.S.A. by Augustus M. Kelley, Publishers, 24 E. 22nd St., New York 10010. $11.

One of the most comprehensive books on European locomotives yet to reach these shores, this work deals with areas whose railways are seldom heard about here. Well-composed text is clear and explicit, and is supplemented by many tables and charts. The locos described are shown in a large variety of photographs, mostly good action shots, and plans of many types add to the usefulness of the book. Readers who believe that foreign locomotives hold no interest for them should take a good look at this volume; it's difficult not to be intrigued by such engines as Hungarian locos with Brotan double-chamber boilers, one chamber being above the other with daylight visible between! Or how about a metre-gage 0-12-0T in Jugoslavia, or giant Bulgarian 2-12-4T three cylinder freight locos? At the other end of the scale, we have some 2-2-2T types in light passenger service in Latvia. Several America-built locos are shown in use in various countries. Few photos of very old locos are shown, for the book concentrates on steam locos still in use or used until recently.

THE STIRLING SINGLES, by Leech & Boddy, 160 pages, 7½x10", hard covers, illustrated; David & Charles, Newton Abbot, Devon, England, 1964; distr. in U.S.A. by Augustus M. Kelley, Publishers, 24 E. 42nd St., New York 10010. $9.

Few books have dealt exclusively with specific types of steam locomotives; this one treats the British Great Northern Ry. 2-2-2 and 4-2-2 locos designed by Patrick Stirling. The type of loco with a single pair of very large driving-wheels was tried out in the U.S.A. as well as in Great Britian, but lost favour here early in the history of locomotive development, whereas the "singles" continued in use in Great Britain well into the Twentieth Century. Many good photographs and detailed text add up to an interesting and useful account.

STEAM LOCOMOTIVES IN INDUSTRY, by The Industrial Locomotive Society (British), 127 pages, 7½x10", hard covers, illustrated; David & Charles, Newton Abbot, Devon, England, 1967; distr. in U.S.A. by Augustus M. Kelley, Publishers, 24 E. 22nd St., New York 10010. $9.

A thorough examination of industrial steam locos in Great Britain, mostly 0-4-0 and 0-6-0 tank types.

A Fake Test on the Old Rio Grande

True Tale by Gilbert A. Lathrop

ONE bright April day in 1917, before all the snow had melted in the boomer town of Helper, Utah, I sat there in the office of a master mechanic named Mr. Green on the Denver & Rio Grande Western. In fact, I was going through the final stages of being hired as a fireman. Earlier that afternoon I'd filled in an application blank outlining my previous railroad experience and been given an order for a physical examination. Now all my dope, including the doctor's report, lay spread out on Mr. Green's scarred old desk. Although the physical exam had passed me, it was as phoney as a three-dollar bill.

Back in those days, oldtimers will recall, anyone wearing glasses was barred from engine or train service, the only exception being men who had built up quite a bit of seniority before their eyesight deteriorated, in which cases specs were allowed. Since I had no "whiskers" in this standard-gage operation and couldn't pass a 20-20 eye test without glasses, I had resorted to trickery. But that same trickery was fouling up my personal record so badly that I wasn't sure I could last long enough to build up anything on the new job.

Mr. Green said, "I see by your application that you've fired narrow-gage engines out of Gunnison."

I nodded. "That's right. I did a lot of emergency firing while I was employed in the roundhouse."

The official wrote a few words on a slip of paper, handed it to me, and pointed across a glinting maze of tracks to a brick building half a block away. "That's the storeroom," he said. "This note is good for a new scoop shovel, but you'd better get yourself a lock and key to keep the damned boomers from stealing it when you are off duty. You'll probably be called later this p.m."

Getting out of there fast, I headed for the storeroom. Inside, a weazened old fellow sized me up, scratched his head, and decided: "I'll issue you a number 5 scoop. You ain't narrow enough between the eyes nor broad-backed enough to be a Wabasher. We give them fellers number 7 scoops."

"What's a Wabasher?" I asked, not having heard the term before.

"Boy," he grunted, "you sure ain't no boomer. A Wabasher is a guy who fills his firebox with half a ton of coal an' then squats on his seatbox an' rides. Smokebox firemen, on the other hand, will slap a dozen scoops on the fire an' then get up an' stick their heads out the window till it clears. But steam-gage firemen are artists. They stay down on the deck, sprinkle three or four scoops of coal, swingin' the fire-door between each scoop, an' watch the needle on the steam gage." Diving into a cupboard, he came up with a brand new shovel. "Take this over to old Charley in the blacksmith shop an' have him trim off the corners. He'll do it for two bits."

So I looked up old Charley. While I was waiting for him I got to thinking about the flop-eared boomer whom I'd bribed to pass the eye test for me earlier that afternoon. He was a typical bake-head, gray-eyed and big-nosed, with a bald spot on top of his round head and was lolling on a wooden bench outside the railroad beanery when I left Mr. Green's office with my order on the doctor. I cautiously approached, decided he looked healthy enough for my purpose, and sat down beside him.

"Are you working out of here?" I asked.

"Yup. Firin'."

"How's your eyes, mister?"

He batted them and scowled at me. "What in hell do ya mean?"

"Will they pass a railroad doctor?"

"They have, plenty of times. Why?"

"Well," I blurted out, "I just hired on here as a fireman and got an order on the doctor, but I don't think my eyesight will let me get by."

"Ya ain't blind, are ya?"

"Hell, no! I just ain't got 20-20 vision without glasses and I was wondering if you'd take the physical in my place," and I pulled out the order.

"I might," he said thoughtfully. "I hired out in Salt Lake City, so the sawbones here don't know me." He took the order and pocketed it. "Also, I'm broke till next pay day an' I need a drink, about a silver dollar's worth."

"I'll wait here," I told him. "When you get done I'll pay you. And now I'll tell you my age, where I was born, how much I weigh, and all that dope so you won't mess up my record."

Then I hastily briefed him. But I may as well have saved my breath, for later on he handed me a completely fouled-up okay. The only thing he had right was my name. But he'd passed the test. Now I shuddered to think what would happen when my personal record caught up with the one he'd given the doctor. According to the boomer, I was 42, born in Indiana, and weighed 195, all of which was a good country mile from the truth.

SHORTLY afterward I was bellied up to the lunch counter in the railroad beanery enjoying a 35-cent steak with all the trimmings and was looking over the hashers who worked there. Most of those gals packed plenty of sex appeal. Suddenly I heard myself being paged. "Fireman Lathrop! Where are ya?"

When I replied, a freckle-faced and redheaded engine-crew caller said: "You're called for six p.m., extra to Black Hawk, engine 1176. Sign the book!"

So I signed, my heart thumping with excitement. The 1176 stood on the sandhouse track, her boiler top whitewashed with sooty, foamy water and her running gear filthy. Her tender was piled high with black diamonds and a squirrel-tail of steam oozed from her

Had Gilbert Lathrop not needed glasses, this story would not have been written.

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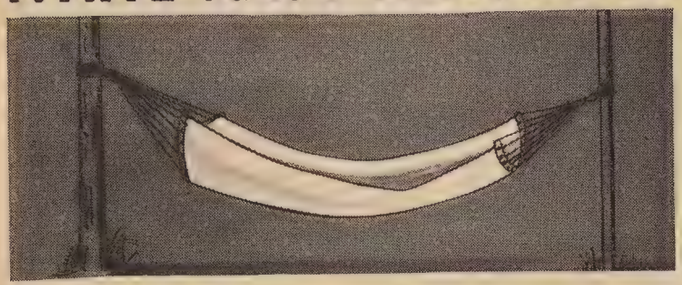

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Denver & Rio Grande narrow-gage 2-8-0 No. 276 at Ouray, Colo., years ago.

safety valves. She looked like a monster, after the narrow-gage mills I'd worked around. I climbed five steps to get to her deck. She had four pairs of 60-inch drivers, a two-wheel pony truck, and a pair of trailer wheels. I tossed my new scoop onto the deck, then pulled myself aboard.

The engineer, middle-aged and fat, glared at me. "What's yer name, kid?"

As I told him, our head brakeman grunted his way into the cab, with a signal-oil lantern hanging over his right arm. The hogger entered my name in the time-book. Then he stooped and fished an 18-inch monkey wrench from his toolbox and laid it noisily on the wing of the tender just behind his seatbox.

"I'm keepin' this tool handy," he said, "in case some damn boomer tallowpot gets fool ideas, an' don't think I wouldn't use it!"

The brakeman eyed Fatty up and down and warned: "Ya know damn well this kid is only a student. Better not use a monkey wrench on him."

"Aw, get down there and line us out!" ordered Fatty.

Pretty soon we were wheezing onto the main stem and against a string of a hundred empty coal cars. Another 1100-class engine was cut into the middle. We left town against the setting sun, with the Johnson bar down among the oil cans and the throttle wide open. And that's the way my hogger worked the 1175 on the fifty grueling miles to Black Hawk. He kept me as busy as a fiend bailing coal.

Once the brakeman leaned down and spoke into my ear: "Why don't ya take your coal pick an' tell that bastard across the cab to hook her up before ya knock his brains out, kid?"

I shrugged my shoulders. "I'm new here and want to get along."

On that run I fed a full tank of coal into the white-hot flames without getting even a minute to stick my head out the window and gulp a breath of cool air. It was still dark when we dragged our string of empties into a long storage track at Black Hawk, turned our engine on a wye, and backed to a coupling against a string of loads.

And that's where I learned that standard-gage firemen on the Rio Grande needed 20-20 vision. All of our next switching would be done on the left side and I'd have to call lantern signals from some fifty cars away. I could see the lantern, all right, but it looked like a big circle of broken segments, none of which seemed to be moving! There I was, head and shoulders out the cab window, blinking my tired eyes and trying to strain them into seeing the signal.

The fat hogger yelled at me, "What are they sayin' back there?"

"I can't tell," I howled back.

"Why, can't ya see?'

"Sure," I lied, "but I ain't learned yet to read signals."

The right side of the cab turned blue as Fatty cursed me. Then, still muttering angrily, he dropped from his seat, crossed the deck, looked back, and shouted, "It's a go-ahead sign."

Fatty returned to his side and moved forward. When he figured he'd reached the required distance ahead, he crossed the deck again and kept looking back until he got a stop signal. For the next few minutes he kept plenty busy, racing back and forth. At length we felt our cut bump into another one and this was followed by the sound of air blowing back through our train. Our pumps began thumping rapidly. The hogger gave me a dirty look, flopped down onto his seatbox and relaxed.

Then our brakeman came up below the cab and flipped me a highball. I shouted the signal across the cab as the brakeman climbed into the deck.

By this time gray dawn was painting the sky above the eastern mountain range. I felt so pooped that I could hardly keep my eyes open. We needed only enough steam to keep the air pumps running. I sank down on my seat and stuck my head and shoulders out the window. Cool air blowing down my neck felt good.

Soon the eastern sky glowed pink; a new day was born. I saw a milepost and noted its number, 38, as we passed. The 1176 weaved and rocked down the uneven track; now and then her bell clanged. I must have dozed off, but was jerked back to reality by the strident voice of my hogger.

"Hey, you, kid, what's the number of that next milepost?"

I squinted ahead, saw the shadowy outline of the post. Then I remembered the number of the last one, so this must be 37.

"It's thirty-seven," I yelled.

The hogger kept his trap shut until we passed the mile post. Then he said disgustedly, "Guess y'can see after all."

Back in Helper town, just before I slid down the hand-rail on the side of the tender with my new scoop shovel, Fatty snarled: "I'm tyin' up with fifteen hours an' fifty-five minutes on duty, so we can both get out on our rest. An' I hope I don't get you the next trip!"

"Make that mutual," I told him.

I NEVER saw that hogger again, and wasn't sorry. My next call was to go east with an 1800-ton train of loads and engine 1207, one of the big Mikados. Between Grand Junction and Helper the D&RGW line was known as "the racetrack." The first two miles between Helper and Price sloped downhill and Price depot stood on a long left-hand curve.

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I've put all I know into book form to help average families keep safe. I simply tell you the glaring weaknesses which trained criminals can recognize in your home right now—and exactly how to correct them. I give you the simple security tips, secrets, and cautions that cause intruders to go on to other easier "job" to steal more.

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A stranger comes to the door with a "legitimate" reason to come inside. I show you exactly how to check his "credentials" before it's too late and exactly what to do as soon as you have *any doubts*.

You're walking home on a dark night through a strange neighborhood. Or you get home late and suspect intruders have already entered. I tell you exactly what to do to play safe. I warn of ways thieves take advantage of your habits, plans, even parties—and tell how to *forestall* them. And of the dangers of being *mugged* and robbed even in a high class hotel *elevator*—and how to keep this from happening to you.

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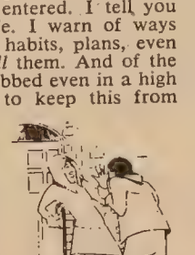

Here's what single women should do about name plate holders. How to get *extra* police protection, *extra* security from your landlord, *extra* help protecting valuables from your insurance company. How to be safest travelling, even abroad, at home, in your car, on foot, wherever.

The lock to your hotel room can be a TRAP. Dozens of people, even criminals, may have the key. *Anybody* else can simply *knock*—then, when you open, *burst* in. I show you how to be *entirely* safe and sleep calmly without danger.

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I show best ways to secure your car, how men—and women—can best hide money on their person. Exactly what to do about servants, and children, who seem to be making minor thefts.

Here's how to avoid criminals you might otherwise *accidentally* encounter. What precautions to take *before* leaving your apartment. Most window locks cannot even withstand a slight push—or are too *loose* to lock adequately. I show you exactly how to secure these openings firmly.

How Best to Defend Yourself

Suppose a dangerous intruder gets in your house—or a criminal attacks you in the street, in your car or wherever.

I show you now how to defend yourself. I show you simple weapons to use—strike a sharp blow, apply wicked pressure—even shock. I give you effective ways to use an umbrella and newspaper to defend yourself—a special way to repel an intruder—and *spray mark* him for future identification.

Here's how to use *pennies* to *quintuple* your punching power. What never to do with firearms against any intruder—that you see on TV everyday. How to master the Karate chop. I show "dirty ways" to fight with your elbows—how to use your *voice* in a fight with *3-Way results*—devasting "foot punches"—even better with high heels—and reveal *vulnerable* spots on attackers, *heads* and below.

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My engineer on this trip was a friendly, middle-aged fellow who worked steam until our Mike ran as fast as her drivers would turn. Now he was riding his seatbox, his left hand curled around the handle of the automatic air valve. Our head breakman sat directly ahead of me. Squinting down the high iron, I saw the beginning of the curve and dimly made out a train-order board in front of the depot, but not its position. So I leaned forward and quickly asked the brakeman, "That board is clear, ain't it?"

He nodded. Just then my engineer yelled across the cab, "How's that board?"

I waved a highball. Our deep-toned chime booted a couple of times and I opened the air bell-ringer. With Price fading into the dust behind us, I bent down and picked up my scoop. Those engines had square fireboxes and were white-hot around the doors —so hot, in fact, that short firemen had to wear asbestos aprons to protect their left sides. But I was a six-footer and skinny as a fence rail, so I could twist my body into a U shape, shove my behind against the seatbox, and spade coal with little discomfort.

When I came up for air, the brakeman told me: "From here to Green River the friendship between you an' your hogger ceases. She's all uphill, both ways."

He wasn't wrong. My engineer set the throttle about half open, dropped the reverse lever three holes in front of center, and hunched forward on his seat, like a jockey on a fast horse.

I stayed in the deck the rest of the way to Green River. When the hogger shut off at the yard-limit board, the safety valves on our 1207 opened with a pleasing roar.

The throttle-jerker beamed. "You got the makin's of a scoop artist, kid."

Some time later, it seemed that I had just hit the hay in my room at Helper when the pestiferous callboy woke me up.

"They got a fireman shortage over in Grand Junction, Lathrop," he announced. "Here's a pass. Grab yer scoop shovel, get on No. 2, an' report to the roundhouse foreman when ya get there. Two's due in an hour."

During the next month or so I did a lot of worrying about my near-sightedness and my fouled-up medical record. Water on the desert there was probably the worst to be found anywhere in the country. Every boiler-top was whitewashed when the boiler foamed over through the stack, and we used dozens of buckets of boiler compound. Meanwhile, I'd made quite a record as a scoop artist.

Although firemen usually worked at least six months before they were approved for passenger service, I found myself okayed a couple of weeks after deadheading to Grand Junction. This had come about through a fluke. I'd been called to fire engine 775 from Green River to Grand Junction with a hotshot livestock train. Tonnage rating for No. 775 was 900. The stock train had 980 tons, which was 80 above our engine's rating. The 775 was a Brooks passenger 4-6-2 with a long, narrow firebox pitched down steeply from the door. About all that a fireman had to do was slap a scoop of coal on the fire ring and the draft would lay it where it belonged in the firebox.

The callboy had told me that the superintendent, Sam Racey, was going to ride the cab and check our performance. My performance must have been satisfactory, for when the trip ended he okayed me as a passenger fireman.

MORE than sixty days had passed since I'd hired out under dubious circumstances at Helper town and I had almost forgotten my poor eyesight and the doctor's phoney record. My biggest worry was my future. Should I try to get my record straightened out or wait until my leave of absence was finished and then quit this firing job?

My first love was the familiar narrow-gage which ran through and out of my old home town of Gunnison. Since then I had learned from painful experiences that hand-firing huge standard-gage engines, putting 26 tons of coal through a firebox door in three hours, was a Herculean task. It was doubly so one day when we left Green River with the temperature at 104 and a late afternoon sun pitilessly shooting molten rays into the cab. On some trips I must have drunk as much as ten gallons of oatmeal-filled icewater up the 29-mile hill eastbound. Surely, I thought, a job of braking on the narrow-gage would beat this kind of hell.

That's how I felt as I waited for my engineer to finish writing his work report. I had just registered us in when the roundhouse foreman, a guy named Faber, shoved a company letter to me through his wicket. I took the paper, tore it open and read, "G.A. Lathrop, fireman. You will report to me in my office at your earliest convenience," signed by Master Mechanic Fagin. I groaned. So the doctor's record has finally caught up with me!

The following morning, I entered Mr. Fagin's office at 8:30. The brass collar was seated behind his desk, his face grim, and he wasted no time getting to the point.

"Looks like we have a problem," he began. "Your personal record doesn't come close to matching the one you gave the company doctor over in Helper the day you hired out. How come?"

He leaned back in his chair. There was no use in me lying. I gave a sickly grin and said: "My personal record as I gave it to Mr. Green that day in Helper is correct. I'll admit my doctor's record is all fouled up."

"Why, Lathrop?"

"Because I paid a dumb boomer a dollar to pass the exam in my place. He forgot everything I told him about myself except my name."

"What's wrong with you physically?"

"My eyes won't pass a 20-20 test without glasses," I said bluntly.

"Then why haven't you got glasses?"

"You know that the Operating Department won't hire new men who wear glasses."

"That's right," agreed Mr. Fagin, "but the rule doesn't apply after a man has been working a couple of months. We might say that you've burned your eyes by looking into hot fireboxes since you came to work here."

What a break! All I had to do to keep this job was buy a pair of glasses and then pass the company doctor on my own. But I didn't want the job any more. I told Mr. Fagin about my leave of absence from the narrow-gage and my work as brakeman up around there.

"You have made quite a record here, Lathrop," he said. "You're the only fireman hired since the first of the year who's been okayed for passenger service. I hate to lose you, but I can see your side of it. I'll give you a good service letter."

For the next few months I worried whether or not I'd made the right decision in Mr. Fagin's office that day. Then I read where a big Mike on the D&RGW had broken a main rod while helping a passenger train between Green River and Helper and had turned over, killing her engineer and fireman. I might possibly have been that fireman if I had stayed there. ●

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California Western's *Super Skunk* heads westward from Willits, Calif., led by 2-8-2 No. 45. Train consists of former Erie RR. tubular-design "Stillwell" cars.
Photograph by Mac Owen, 2730 Clark St., Parsons, Kan. 67357

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 25 words, including name and address. Use abbreviation: *tts*, (timetables), *emp. tts.* (employees timetables), and *SSE* (send 6¢ stamped envelope for list or details). Use zip code.

As this issue hits the news-stands, our October department is closed. All entries for Nov. issue should reach us by Sept. 5th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JOHN AMRHEIN, 5511 Summerfield Ave., Baltimore, Md. 21206, wants Wash., Baltimore & Annapolis Ry. info., railroadiana; also related companies.

R.J. ANDERSON, 334 S. Prindle, Arlington Heights, Ill. 60004, sells size 116 elec., diesel, caboose negs. No list.

C.A. ANDREAE, R.R. 3, London, Ont., Canada, sells London & Port Stanley passes, rulebks., photos, emp. tts., blueprints, etc. List, 10¢.

ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. 10468, sells reconditioned 116, 616 and 122-size cameras, desired by many railfans for their large, long negatives. Details, list free.

DUANE BALLHAGEN, Box 315, New Hartford, Iowa 50660, sells lanterns, caboose, sw. lamps, tts., etc.

STEVE BELITSKY, 48 Simmons Ave., Brockton, Mass. 02401, sells back issues Railroad Magazine, Trains '43-'65. (SSE)

HARRY BOUDREAUX, 3215 Madonna Dr., Alexandria, La. 71301, trades steam pix, negs., Ry. Age, telegraphic equip., train orders for brass sw. keys, rulebks., wax seals, tkt. daters. (SSE)

BOB BOWES, 4248 Alden Dr., Edina, Minn. 55416, sells Soo Line knives, forks; $1 each or trades for same from other roads. Also trades sw. keys.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys FEC railroadiana, Fla. trolleyana, RPO cancellations. Trades B&ML, CNS&M tkts. Sells pix made from official FEC negs.

R.L. BRIECHLE, 9 Brownson Dr., Shelton, Conn. 06484, sells or trades post war Alco, Baldwin, Lima, USATC bldrs. plates.

WAYNE BRITTAIN, Box 866, Sault Ste. Marie, Ont., Canada, sells p.c.-size pix AC diesels.

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 90042, trades orig. color slides SP Lark for NYC 20th Century Ltd., and other abandoned pass. trains.

F.W. CAMPBELL, 2312 E. Pine St., Enid, Okla. 73701, wants info. on rrs. that issued currency from 1830-'73.

CLARENCE CARLSON, 322 Madison Ave. S., Hopkins, Minn. 55343, sells old tts., steam loco blueprints.

RON CERNAK, 36 S. Lincoln, Westmont, Ill. 60559, sells emp. tts., steam and diesel negs., many roads 1935-55. Buys negs. of trolley-busses; CRI&P, CB&Q, C&NW steam; old pass. eqpt. of all roads.

RON CHANDLER, 214 E. Orange St., Shippensburg, Pa. 17257, will buy recent mint cond. N&W Shenandoah Div. emp. tt.

BILL CHRISTENSEN, 89-29 212th St., Queens Village, N.Y.C. 11427, wants emp. tts., esp. LIRR, PC, PRR, NYC, UP. Also wants rulebks., farebks., saftely rules, rr. rubber stamps.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys, trades, sells Alco, Baldwin, Lima bldrs. pix.

Mrs. CHAS. CLARK, 8 Herbert Dr., East Brunswick, N.J. 08816, buys info., pix, etc., on Raritan River line.

C.W. COMER, 3718 E. 4th St., Dayton, Ohio 45403, trades, buys uniform buttons, switchmen's hand lanterns, locks and keys.

HARRY DEMPSEY, 1294 Wesmar Dr., Ottawa, Ont., Canada, will sell autographed copy of MacBeth's "Romance of the Canadian Pacific Ry.", pub. 1924, with specimen signatures of Strathcona, Mt. Stephen, Van Horne, Shaughnessy, Beatty; $50.

CHUCK DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys, trades Canadian railroadiana.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, wants compl. set of I.C.S. bks on Steam Locos, Air Brakes.

R.P. FITZGERALD, 603 Woodland Dr., Havertown, Pa. 19083, buys uniform caps, badges, buttons, lapel emblems, pix, negs. of pass. conductors, trainmen.

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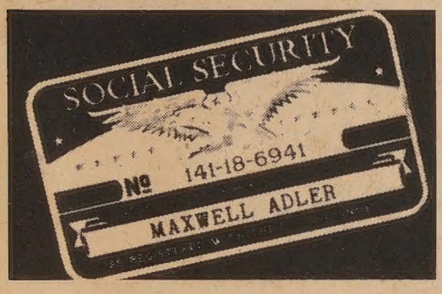

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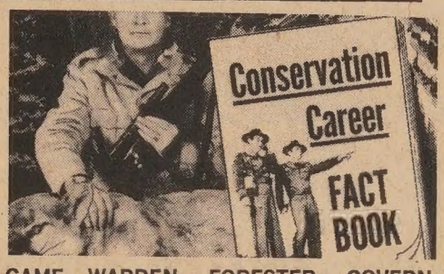

GAME WARDEN, FORESTER, GOVERNMENT HUNTER. 3 free guides reveal plan to prepare men ages 17 up for Wildlife-Forestry Conservation jobs. Public service career offers adventure, good pay, low living cost and security. Write for free guides. North American Conservation, Dept. AMG10, University Plaza, Campus Drive, Newport, Calif. 92660.

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GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, PST, Boston, PSCT, TTC, SHRT, TARS, Pittsburgh, LA, SF Muni, etc. List free, specify subject.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91170, swaps old Poor's Manuals; wants defunct rr. stock certifs.

BRYAN GRIEBENOW, 11320 Bayla St., Norwalk, Calif. 90650, buys any size negs. Pacific Lumber 101-105, C.D. Johnson 8, A&MR 101-105.

STANTON HAMLET, 48 Henderson Terr., Burlington, Vt. 05401, buys movies and slides, of camelback locos.

MIKE HANNA, 522 16th St., Brooklyn, N.Y. 11215, sells BMT controller handles, whistles; IRT low-volt car air gages, no. plates. (SSE)

GRAHAME HARDY, Box 622, Carson City, Nev. 80701, buys, sells wide variety of railroadiana, etc. Big list 25¢.

B.K. HEALD, 1905 Johnson Mill Rd., North Branch, Mich. 48461, trades emp. tts., rulebks., train orders.

MIKE HUNTER, Jr., Box 1248, Bethlehem, Pa. 18018, starting railroadiana club for N.E. states, Write to him.

PETE IHRMAN, 241 N. 6th St., Prospect Park, N.J. 07508, sells size 120 pix 35 mm b&w slides Alco, Baldwin, FM diesels, Makes size 120 b&w prints from 35 mm color slides.

J.O. JOHNSON, 5712 Caldwell Dr., Waco, Tex. 76710, will buy bldrs. plates of Rome Loco Wks., T&P Marshall shops, CB&Q West Burlington shops; also San Antonio & Aransas Pass pix.

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, wants Erie steam train photos, esp. NJ&NY branch. Wants Railroad Magazine, 1929-37.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, etc. Buys collns. of same, good cond.

LARRY KELLER, 1685 Devers Rd., York, Pa. 17404, wants slides or 8mm movies of recent 1223 D-16 move on Penn Central in movie dress.

Mr. KENEWERT, 18 N. Center St., Bensenville, Ill. 60106, buys emp. tts. of CMSP&P D&I Div., 1st Dist.

RON LIPSETT, 169 Sedgefield Ave., Pointe Claire, Que., Canada, sells or trades pix CN, CP.

CHRISTOPHER LUCAS, 805A Fairview Rd., Columbia, Mo. 65201, wants pre-electric box-type loco headlight. Send price, description.

J.R. MARTIN, 1318 Old Johnson Ferry Rd., N.E., Atlanta, Ga. 30319, sells railroadiana, tts., emp. tts., Off. Guides; buys collns. of same. List, 25¢.

BOB MASON, 4310 Dunbarton (9), Tampa, Fla. 33611, wants bldrs. photos (top quality) of Bradenton, St. Petersburg, Tampa. Has photo lists these cities. (SSE)

WALT MINNICH, Jr., 324 W. Fritz Ave., Quarryville, Pa. 17566, sells back issues Ry. Age.

BRUCE MOFFAT, 6727 N. Loron, Chicago, Ill. 60646, will buy Transit Journal '30-'47, unclipped.

KESLER MORRISON, Rte. 2, Stony Point, N.C. 28678, wants old Delmore Bros. phonograph records (this duet used to sing much about steam trains).

RON MORSE, 825 W. Penn, San Diego, Calif., 93103, buys steam bldrs. plates, esp. NYC; also pix and negs. PM 2-8-4 1221. (SSE)

WM. MYERS, 50-31 Newton Rd., Woodside, N.Y. 11377, buys orig. trolley slides. Buys, sells trolley-bus slides.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, buys elec., diesel bldrs. plates, esp. Ingersoll Rand.

BECKHAM PATE, 2513 S. Daviess, Owensboro, Ky. 42301, wants info. on ATSF employes, Curtin and Vernon Bledson.

R.B. PELOQUIN, Town Farm Rd., Coventry, R.I. 02816, buys pix and slides of locos of Narr. Pier, Wood River Jct., Warwick Ry. also geared logging locos.

JIM PROKES, 7343 S. Talman, Chicago, Ill. 60629, buys steam, trolley tts., guides.

HAROLD PRUITT, 11198 Dawsonville Rd., Gainesville, Ga. 30501, buys info., pix Gainesville, Jefferson & Sou., Gainesville & NW, etc., esp. NE Ga. logging rrs.

DENNIS RAY, 407 Ford Rd., Hampton, Va. 23363, trades 3x5 diesel color pix, incl. British.

FRANK T. REILLY, 306 Front St., Dunellen, N.J. 08812, wants CRRNJ silverware, bldrs. plates, hardware, passes, tkts., etc. Trades orig. color slides for CNJ slides.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns: sw., marker, classifn., hand. Also globes with rr markings; bells, headlights, whistles, locks, keys.

TOM RINGO, 1235 Catasauqua Rd., Fullerton, Pa. 18052, will sell Beebe's "Highball," "High Iron," "Trains in Transition." Make offers.

ERIC RODGERS, Box 22, Stowe, Vt. 05672, sells rr. lanterns, many roads. (SSE)

JERRY ROSENFELD, 133 Dulles Dr., Dumont, N.J. 07628 will buy pix, track diagrams, info. on PRR Exchange Pl. sta., H&M Exchange Pl. sta., Erie Jersey City terml., NYC Weehawken terml.

JOE SAITTA, 42-20 162nd St., Flushing, N.Y. 11358, sells size 116 pix NOPS St. Charles line.

DOUG SCHAFER, 350 N. 35th St., Decatur, Ill. 62521, will sell 1914 IC loco headlight, WAB kerosene sw. lantern, and reflector lantern.

BOB SCHALL, RD 2, Box 231. East Nazareth, Pa. 18064, buys pix L&NE steam locos, sw keys, rulebks.

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells pix, passes, tkts., other railroadiana. List 10¢.

JIM SEACREST, 2101 Birchwood, North Platte, Nebr. 69101, wants negs. CB&Q steam, diesels, motorcars, pass. eqpt. (esp. RPO's and CB&Q cars in NP and GN paint). Also wants negs. South Omaha Terml., Lincoln Traction, CGW, KO&G.

GEO. SEMECHUK, Box 158, Somerset, Man., Canada, buys rr. watches and uniform buttons. Trades for Canadian coins.

AL SHERRY, 5445 Netherland Ave., Bronx, N.Y. 10471, sells or trades Off. Guides 1925-'66, tts., dining car silverware, slides, negs., pix. (SSE)

HARTLAND SMITH, Box 452, Birmingham, Mich. 48012, buys used amateur, proffnl. rr. movies: 8mm, Super 8, 16mm, silent or sound.

JOHN STEWART, Box 552, Terml. A, Toronto 1, Ont., Canada, wants PRR Lines West lettering diagrams. Has Q-2 drawings to trade.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, sells 100 p.c.-size photos of modern British steam locos with complete roster. (SSE)

MEL SWANSICK, 6430 Xavier Ct., Arvada, Colo. 80002, sells orig. 35 mm Kodachrome slides of steam, elec.. diesels from all over USA. (SSE)

TED TAETSCH, 14218 Garfield Ave., Lakewood, O. 44107, sells trolley pix. Sample, state list. (SSE)

BOB TAYLOR, 834 Capital Ave., N.E., Battle Creek, Mich. 49017, will buy CERA Bull. 103.

ROLF WESEMANN, 565 Solingen, Erasmusstr. 33, W. Germany, publishes German rr. journal. Info. and sample, $1.

Model Trading Post

EDWARD FEENEY, 520 W. 218th St., New York, N.Y. 10034, will sell HO locos, steam and diesel; also buildings.

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, will sell Lionel No. 604 obs. car, made 1920. (SSE)

WALT MINNICH, JR., 324 W. Fritz Ave., Quarryville, Pa. 17566, sells Mantua HO couplers.

W.R. SWANSON, 5729 27th Ave. N.E., Seattle, Wash. 98105, buys HO brass imports of Santa Fe steam, esp. 2-8-2, 4-6-2, 2-10-4, 4-4-2; also Suydam Z-1 PE 1252.

BOB VIBBERT, JR., 5 Regal Ct., Toms River, N.J. 08753, wants Lionel RDC-1 dummy unit. State price. ●

Coming Events

Aug. 3: Fantrip on San Francisco trolley lines J,K,L,M,N, incl. rarely-used trackage. Two types of PCC will be used. Lv. Geneva Car House 10:30 a.m., return about 4:30 p.m. Fare, $5.50, Tkts., details from Electric Ry. Historical Assn. of Southern Calif., 11307 Long Beach Blvd., Lynwood, Calif. 90262.

Aug. 3: Steam excursion, North Bay to Englehart, Ont., using Ontario Northland 2-8-0 No. 137 on southbound trip. Tour North Bay shops. Photo stops. Lv. CN North Bay sta. 8:30 a.m., return evening. Fare, incl. box lunch, $13. Details, tickets from Trip Committee, Upper Canada Railway Society, c/o 4493 Cottonwood Dr., Burlington, Ont.

Aug. 3-4: Steam trips on Grand Trunk Western from Detroit to Durand, Mich., and return, using former Reading T-1 No. 2102. Lv. Brush St. Sta. 9 a.m., return about 6:30 p.m. Snack cars, photo runs. Fare, $10.75; kids, $7.75. Details, tkts. from Steam Tours, Inc., Box 1048, Akron, Ohio 44301.

Aug. 3-4: Alpine Tunnel Days at Pitkin, Colo. and at historic points along grade of old Denver, South Park & Pacific RR. Special events at west portal of Alpine Tunnel. Tours, slide show, art exhibit, and other events free; barbecue at nominal cost both days; program at Pitkin City Hall Sat. eve. Further details from Francis Trudgeon, 1020 S. Steele St., Denver, Colo. 80209.

Aug. 4: Steam and diesel trip, New York City and back. Lv. Grand Central 8:28 a.m., pickups at Stamford, Norwalk, Danbury. Steam from Danbury to Canaan. Photo stops. Fare, $10.50; kids $7. Details, tickets from Connecticut Valley Railroad Assn., P.O. Box 65, East Hartford, Ct. 06108.

Aug. 18: Celebration of 85th anniv. of founding of Brotherhood of Railroad Trainmen, Neahwa Park, Oneonta, N.Y., at D&H caboose No. 10, in which BRT was formed, and which is on display. Speakers include former D&H pres. J.T. Moore, who donated historic caboose to BRT.

Aug. 18: Canadian National 5-day tour from Winnipeg to Hudson Bay area, in cars attached to regular CN trains. Sightseeing trips at many stops. Package fares, $170 and up, Canadian funds. Details from W.J. Dewan, Pub. Rel. Mgr., Canadian National Rys., 630 5th Ave., New York, N.Y. 10020.

Aug. 25: Trolley trip on entire Boston subway-surface system, using 3-car m-u train of picture-window PCC's in new paint scheme. Photo stops, soft drinks. Fare, $5. in advance from Boston Street Ry. Assn., Inc., Trip Committee Chmn. Dan Cohen, Box 102, Cambridge, Mass. 02138.

Aug. 25: Steam trip on Reading lines, using former BC&G 2-8-0, from Lansdale, Jenkintown, and Wayne Jct., Pa., to Penna. Dutch Days at Hershey, Pa., and return. Lv. Lansdale 7:30 a.m., Jenkintown 8:05, Wayne Jct. 8:20. Fare, $13.95, kids $8.95. Details, tickets from Q&E RR., Box 438, Quakertown, Pa. 18951.

Aug. 29-Sept. 2: Reunion of Midwest Old Settlers & Threshers Assn. at Mount Pleasant, Iowa. Daily cavalcades of old steam tractors and engines. Midwest Central narrow-gage steam train operation every day. Other attractions. Local accommodations available. Details, reservations from assn. secy. Herbert Hult, Rte. 5, Mount Pleasant, Iowa 52641.

Sept. 1: Doubleheaded steam round trip on Green Mountain RR., Bellows Falls to Summit, Vt. Short memorial service for F. Nelson Blount. Lv. Bellows Falls 1:30 p.m. Fare, $5.50; kids $2.75. Details from Steamtown Foundation, Box 71, Bellows Falls, Vt. 05101.

Sept. 15: RDC excursion on Esquimalt & Nanaimo Ry, Victoria to Port Alberni, B.C. Lv. Victoria 9:30 a.m., return evening. Fare, $13.75, kids $6.95. Details, tickets from Juan de Fuca Railroad Club, P.O. Box 4093, Station A, Victoria, B.C.

Sept. 20-22: Ontario Northland Ry. excursion including steam power. Lv. CNR depot, Windsor, Ont., 5 p.m. Fri., in Pullman sleepers behind diesels; arr. North Bay, Sat. a.m.; ride in old coaches behind steam loco No. 137 on all-day 140-mile trip with many photo runs; return Sat. night by Pullman; arr. Windsor on Sun. p.m. Fare, $75. Details, tickets from Michigan RR. Club trip chairman, Richard Kellog, 3888 Hazelett, Pontiac, Mich. 48054.

Sept. 28-29: Great Plains Railfan Congress, sponsored by Cornhusker Chapt., NRHS, at Lincoln Hotel, Lincoln, Nebr. Discussion groups on steam locos, diesel locos, narrow-gage, timetable collecting, trolleys, stations, railroad photography, and other phases of the hobby. Details from Bill Rapp, 430 Ivy Ave., Crete, Nebr. 68333.

Sept. 29: North Hills Travelers excursion on frt.-only B&O and BR&P lines from Pittsburgh to DuBois and return, 20-coach train. Contact J. Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

Oct. 12-13: Mainline steam, 950-mile round trip, Grand Central, N.Y. City, to Niagara Falls via N.Y. Central route, using former Nickel Plate 2-8-4 No. 759. Also picks up passengers at Harmon, Albany. Open-door baggage car, open-window combine, 1915 diner, 1912 parlor car, open "Rocky Mt." obs. car. Lv. N.Y. 7:30 a.m. Sat., return Sun. evening. Fare, $37.95, kids $24.95 Details, tickets from High Iron Co, Box 200, Lebanon, N.J. 08833.

Oct. 24: Six-week luxury cruise to Australia & New Zealand to ride steam trains there sails on SS Mariposa from San Francisco, sponsored by Pacific Coast Chapt., R&LHS, to be led by Arthur Lloyd and Fred Stindt. Tour package fare, $2,080. Details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061. ●

June Roster Notes

Charles Mizell, Jr., and Gale Hall tell us that the Kansas City Southern used "engine numbers" slightly different from the "unit numbers" included in our June roster. The unit numbers were the official record number of the units; while the engine number was assigned, without a letter, for operating purposes—that is, to identify the locomotive in train orders. Here is a list of engine numbers vs. unit numbers:

(Engine No.) 60-65, (Unit No.) 60A-62A, 60C-62C; (engine No.) 70-76, (unit No.) 70A-76A; (engine No. 77-86, (unit No.) 50D-59D; (engine No.) 87-88, (unit No.) 70C-71C; (engine No.) 89-93, (unit No.) 72D-76D.

Before this system was inaugurated, enginemen would arbitrarily assign two-digit numbers to their locomotives. This system lasted until one night there were no less than three "Extra 70's" out on the road.

Mr. Mizell also points out that note 25 of the Louisiana Shortlines roster (June issue) should state that TP-MP 958 was originally Texas & Pacific 1100, then TP-MP 23 (8/52), and then TP-MP 958. ●

Must I Lose My Hair

TODAY about 15,000,000 Americans are bald or getting bald. Yet many of them need not have lost their hair, or continue to lose it. If baldness cannot be cured, at least in many cases it can be prevented. In fact, we have been doing just that for 20 years.

Hair loss is generally progressive. Once it starts, it rarely stops. **It has to be stopped.**

Itchy scalp, dandruff, excessive oiliness or dryness are common symptoms that often lead to hair loss. These are the symptoms of a scalp disorder known to dermatologists as seborrhea. Neglect of these symptoms invites baldness.

Today these symptoms can be controlled, the scalp disorder corrected. Hair loss caused by it can be stopped. Baldness resulting from it can be prevented.

WHAT WARD'S CAN DO FOR YOUR HAIR

Prove it to yourself. Try Ward's Formula at home for only 30 days. This amazing formula works on your scalp and hair by antiseptic, keratolytic, and rubefacient action. It kills on contact the scalp bacteria that tend to destroy your hair. It removes the dried sebum and dandruff and helps restore the lubrication norm of your hair shafts. It awakens the scalp by stimulation and helps supply needed blood circulation — and more nutrition — to your hair follicles. It helps correct excessive hair and scalp dryness or oiliness by normalizing the secretion of your sebacious glands.

A few treatments and you will see the difference, your friends and family will notice it.

Here is our generous offer to you. It presents an opportunity to you so compelling that we urge you, in fairness to yourself, not to pass it up. We take all the risk. If Ward's Formula does not bring you all the benefits we state, all the results you want, simply return the empty bottle for **double your money back.** You are the sole judge.

Tested and Proved
By Men and Women Over the USA

I must admit I didn't have much faith in it, but I hadn't been using Ward's one week before I could see it was helping me. I could feel my hair getting thicker.
E. K., Cleveland, Ohio

Out of all the Hair Experts I went to, I've gotten the *most* help from one bottle of Ward's Formula.
C. La M., Philadelphia, Pa.

After using Ward's for only 12 days, my hair has stopped falling out. *R. W. C., Cicero, Ill.*

I am tickled to death with the results. In just two weeks' time—*no dandruff!* *W. T. W., Portola, Cal.*

I feel encouraged to say that the infuriating scalp itch which has bothered me for 5 years is now gone. *J. M. K., Columbus, Ohio*

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

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If you are worried about getting bald, if you are seriously interested in preventing it, order Ward's Formula now. You have nothing to lose. You take no risk. If Ward's does not bring you the same results it has brought to so many thousands of other customers, you get **double your money back** on return of empty bottle. What could be fairer?

Hair loss does not stop by itself. It has to be stopped. Take the first step toward stopping it by filling out and mailing the coupon now.

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City ..... State ..... Zip .....

☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus 76 cents in postal charges (save the 76 cents by enclosing $2)
☐ Send triple size for $5. You save $1.

Canadian, foreign, add 50 cents — No C.O.D.

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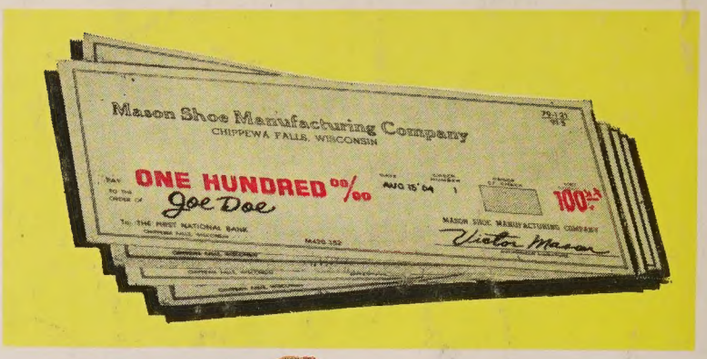

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Greater selection than any retail store!

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